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M. E. Schoen
Editor

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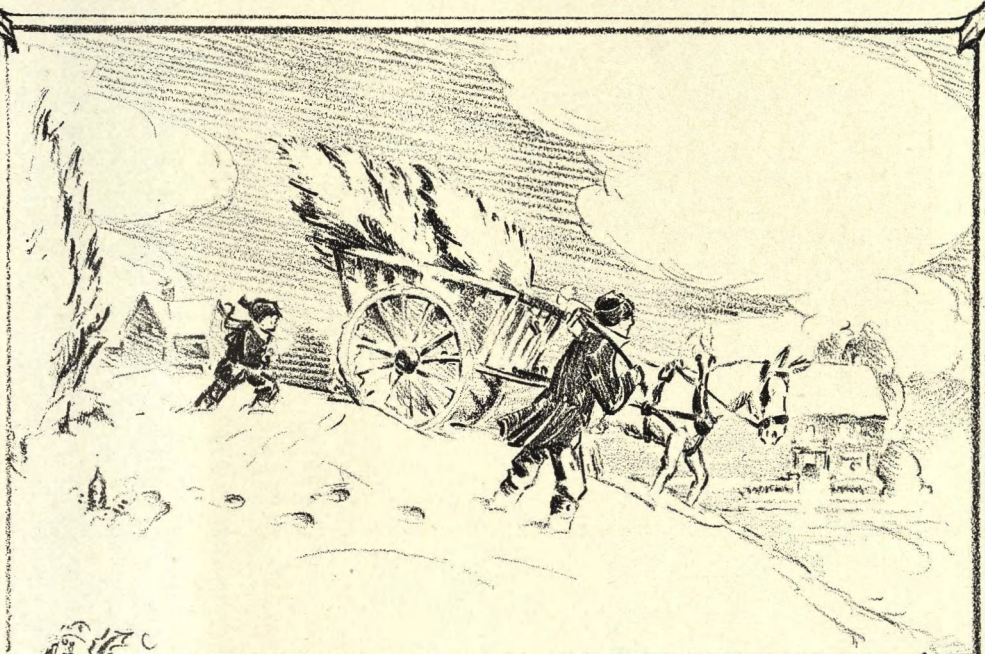
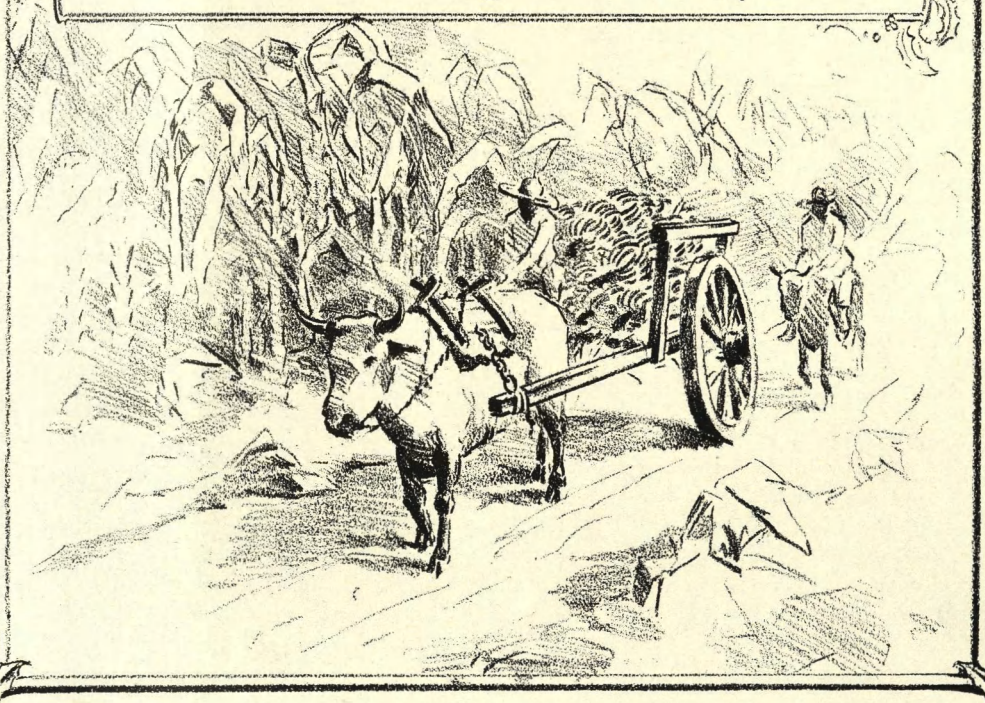
Published Monthly by United Fruit Company

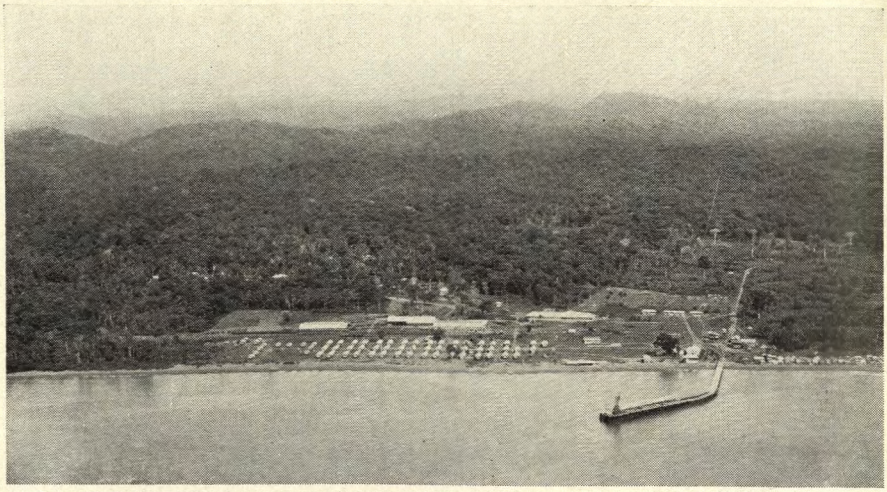
For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.



In the snowy North or the sunny South~
wherever you may be this Christmas
Season~ Greetings! H. M. Cutler





Aeroplane view of Chiriqui port and terminal

Chiriqui, Most Southern Development

"Chiriqui," said Mr. Verson W. Gooch, in a letter written on September 30th last, "deserves good press notices. Everybody, however, has been too busy to write its story, so I'll have a try at it." And most successfully, the reader will decide, when he has read the description of the development interspersed by references to its various departments, their heads and employees—all in Mr. Gooch's intimate and friendly fashion

THERE is a famous O. Henry story about a rich New Yorker who proposed to a poor shop girl with whom he had fallen desperately in love. As an inducement to accept him as a husband he pictured an "Around-the-World" honeymoon trip. He eloquently described the tea houses of Japan, the temples of China, the elephants of India, and finally the native dances of the South Sea Islanders and explained how marvelous it would be to see all these things together. But the lady was not impressed. In fact, the day after receiving the proposal she remarked to one of her girl friends behind the counter: "What do you think, Mabel? My boy friend asked me to marry him last night, and where do you think he wanted to take me on a honeymoon? Coney Island!"

I am reminded of this story as, for the first time and alone, I have come to Armuelles and have been literally "around-the-world" of a new Banana Division which displays at the same time every detail of the temporary and the permanent, from old camp sites, shacks, and cob piles, to a modern hospital, an office building, bachelor quarters, four-family apartment houses, and a Club-house; in fact, the "Works" are all here, yet you can cover everything and get back for lunch. Compact Chiriqui. Remember that if you forget the rest. The entire stretch of a Banana Division, from office to actual production areas, is no greater distance than Coney Island is from Mr. O'Hearn's Battery Place front windows and Mrs. Fleming's afternoon mail.

Picture a Guatemala Division located between Puerto Barrios and Tenadores; a Colombian Division between Santa Marta and Cienaga; a duplicate of the fine Truxillo Railroad Company plant between Puerto Castilla and Corocito. Granted, there are at present some differences in areas for immediate relative comparisons, but the Chiriqui Land Company, as ultimately operated, will offer

extraordinary compactness and ease of access such as we have probably never accomplished before in the tropics.

And Chiriqui deserves good press notices. Mr. Chittenden and Mr. Pollan determined to have this place put in exactly right, and all the preliminaries given every attention, so they came here themselves and later sent other Company experts. Mr. Rowe took home to Newton many a large roll of plans for night study. Mr. Blair and Mr. Gartner both state: "We had a tremendous amount of help from Boston on this job. Never anything like it." But very little has been said about Chiriqui in UNIFRUITCO. Everybody, I expect, has been too busy to write the story. Well, I'll have a try at it.

THE Chiriqui Land Company, a subsidiary of the UNITED FRUIT COMPANY, 200 miles further south than Santa Marta, Colombia, has its terminal at Puerto Armuelles, a Pacific Ocean port of the Panama West Coast, located in the extreme southwestern part of the Department of Chiriqui, near the Costa Rican border. Bananas at present (September 1, 1929), cover 7,464 acres, with 2,696 acres in bearing. I gather that not much happened in these parts until 1916 when a group of Americans (Mormons) came here, established the Panama Sugar Company, planted cane, erected a mill at Progreso, 13.5 miles from the present Armuelles, maintained a small railroad line to the Coast, made one 10,000 bag crop, and collapsed in the sugar crisis of 1920. This property then passed into the hands of a series of American and Panamanian owners and finally was purchased by the Chiriqui Land Company in 1926.

Meanwhile, West Coast bananas were having their innings at General Office. Jerry Baron, Harry Peck, and Fred Genuit, Almirante Scouts, combed all over the watersheds in 1923. Later, Mr. Adams from Almirante looked at existing cultivations here. Then Mr. Heyl from Colombia made an intensive two months' survey, and Dr. Dunlap covered a wide area for soil analysis. Mr. Blair made his first visit in 1925. Planting and development work was actually begun in August, 1927. At this time pioneer engineers, agriculturalists, mechanical men, materialstores handlers, and medical men arrived, and their respective methods of control were started simultaneously.

All the old timers were based at Progreso and adjacent territory, using the buildings of the former Panama Sugar Company. Here Carl Krauth opened the Company books with a can-opener, borrowing money from all new arrivals, including a final $75 from Raimunda, the cook, to liquidate the first pay-rolls. The present port area was then almost unnamed. Rabo de Puerco (Pig Tail) was used as much as any name, but when real port activity developed, the proposed terminal was called Puerto Armuelles, in honor of the late Colonel Tomas Armuelles, member of a distinguished family of David, who was accidentally killed at Pedregal in movement of troops during the last warfare between Panama and Costa Rica in 1921. David is the capital of the Province of Chiriqui. It is a large nearby city and the center point of the Ferrocarril Nacional de Chiriqui a railway owned by the Panamanian Government. Inland from the coast, it is the business centre of a rich agricultural section. It is fast becoming an important airport and is located on the proposed Pan-American highway.

In 1926, Panama contracted with the J. G. White Company of New York for the construction of a railway line, 34.5 miles long, from Concepción due southwest to the Port (Armuelles) to link up with an existing system of some sixty miles, making Pedregal,

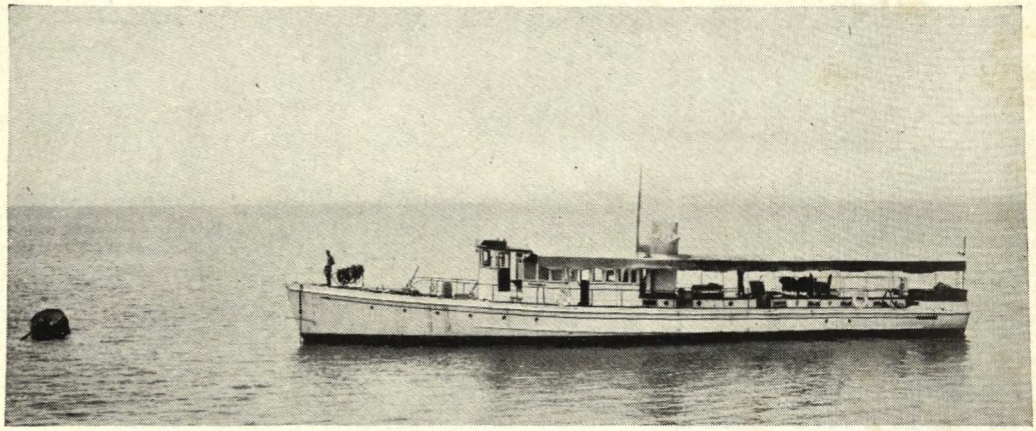
Old office and quarters of the West Coast Panama Company

Boquete, and Concepción from David. A concrete wharf at Armuelles was included in the contract. On January 13, 1929, the last of the White Company men left, and the road and wharf were adjudged complete. This stretch is the main rail line serving our territory. The Chiriqui Land Company itself maintains and operates a line from the port at Progreso — 21 kilos — as well as certain belt lines, spurs and sidings of our own construction and ownership, and other cross lines or branches, in our own territory, to coordinate with the Government owned main line in the future. Our motor cars, ballast and banana trains, and all car movement, pay the Chiriqui Nacional certain fixed charges for main line service. This is briefly the set-up at Chiriqui, but books could be written and never cover completely the multiplicity of problems entailed in getting the development started.

Government Wharf at Port Armuelles with the "La Perla" loading at dock and the chartered steamship "Martha" at mooring

The *San Luis* and the *Cricamola* were at first the only contacts with the outside world. The former finished her run on September 10 last. She burned at sea not owing the Company a nickel. The *Cricamola,* a former sub-chaser, which actually got across and into service in the Adriatic during the War, was purchased by us in 1926. The *Cricamola* at Armuelles, the *Victor* at Tela, the *Blue Goose* at Barrios, and the *Anachucuna* at Cristobal, comprise the *Flotita Blanca,* plowing their routes as regularly as do their big sisters. The *Cricamola* has two 80 h.p, Bessemer Diesel engines, measures 110 feet over all, makes 12 knots, and covered 31,200 miles in 1928 alone. (That's better than 85 miles a day, Mr. Goodell.) She has carried as many as 170 passengers in emergencies. Once in 1927, when the regular crew were lingering over iced Pilsener at Miramar, Captain Baron took her to sea with a "Hundred Thousand Dollar Crew," including Mr. Chittenden as bo'sun; Mr. Rowe, cook; Dr. Connor, engineer; Dr. Clark, anchor tender; (all on five hour watches) and Harry Peck, ropes and brass. This is the trip when everybody closed their eyes and she fairly flew past the Ladrones.

Thus, you see, boats made the start of the Chiriqui development, small boats and big ones like the *Mayari*—here 21 days on a



The "Cricamola," a former sub-chaser, purchased for the Chiriqui Land Company in 1926, *and the "San Luis," which burned at sea in September,* 1928, *were at first the only contacts the development had with the outside world*

The personnel at Chiriqui: Back row, left to right: R. Jensen, Engineer in Charge; J. E. Lynch, Chief Clerk, Engineering Dept.; E. W. Scott, Clerk, Engineering Dept.; J. R. Slade, Computer; H. S. Blair, Manager; J. K. Simms, Engineering Dept., Gen. Office, Boston; L. F. Westfall, Chief Draftsman; J. A. Corrigan, Sanitary Inspector; G. M. Slater, Acting Supt. Agriculture; J. H. S. Billmeyer, Draftsman; A. G. Austin; E. G. English, Accountant; A. W. Batchelder, Secretary to Manager. Front row, left to right: Office boy; R. W. Haley, Clerk, Accounting Dept.; A. B. McLean; Dr. H. H. Clark, Sanitary Inspector; T. Alvarado, Clerk, Accounting Dept.; S. Scoltock, Overseer; E. B. Dwight, Cashier, Paymaster; R. L. Cover, Overseer

stretch with cargo—the *Glendola,* two or three times, the little Dutch *Martha,* the *Floreana,* and the *Suivied,* besides the *San Jose,* the *Limon,* the *Esparta,* the *San Mateo,* and the *La Perla,* which made regular calls past the Cape Mala white flash-light and the flat top Fraile Rock in all kinds of weather.

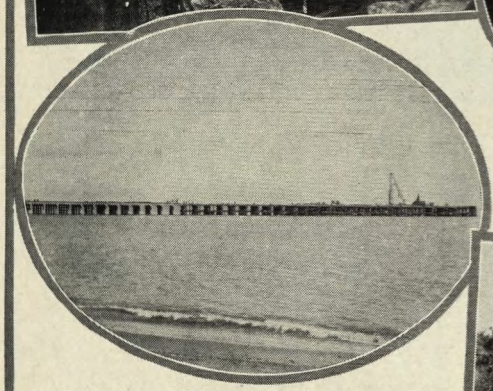
But to come ashore: When you get on the beach, headed inland, I suppose it's fair to say that engineering, in some of its many phases, was paramount and supplied the first push-off for the new baby. Property surveys were made, maps, meteorological and other engineering data were obtained, material and supplies were purchased and transferred, pastures were cleared and fenced, work oxen and cattle were bought and teamed for road work, commissaries and messes were established, and buildings were repaired. Indeed, up to May, 1928, engineers assembled machinery and discharged boats. After that a railroad department was organized which took over railroad construction, machine shop, telephone and electrical work, and steel building erection.

The size and scope of the Chiriqui development was determined by purchase of all available property from title holders, homesteaders and squatters. In the case of no titles, boundaries were run out from available records of adjoining properties. Most of the early work was done by the stadia method. More recent surveys were made by chain survey. Land exploration followed from Progreso, the original base line running due north and south, a distance of 7 kilos, with exploration lines, each kilo running east and west. Progreso was the base for a coordinate system, tying into permanent monuments established in the system with a closure of 1:5000 or more.

Dr. Dunlap used this in his soil survey, which has been followed in the general development of the Chiriqui Company by laying out farms to include all first-class land, by locating railroads to best serve the farms, digging canals where they will benefit available lands, lower water table over second- and third-class lands, and help to improve them. The first-class farms were laid out in ten-hectarea sections. Now all farms are laid out in 7½-hectarea sections. The former

National Railway trestle over Palo Blanco Canal

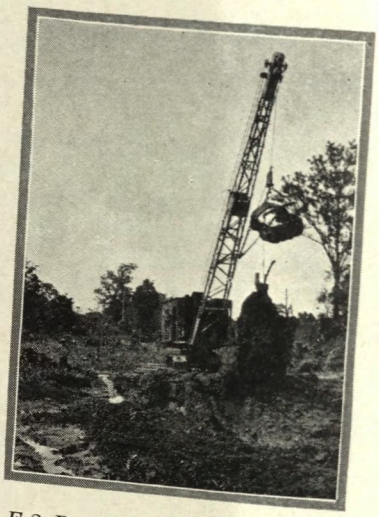
Temporary pipe line for Armuelles water supply over Callejon Seco Ravine



The concrete wharf under construction

Grading Esperanza Belt Line

Diesel electric engine on F. N. de C.



E-2 Dragline at Curve—Chuchupate Canal

Loading Guacima stump for shooting

were 500M x 200M; the latter, 500M x 150M.

Chiriqui is using only centralized farm centers adapted to accommodate three or four farms, instead of single unit overseers' houses and labor camps widely separated as in other Divisions. Each farm center as it is developed will be equipped with electric lights, water supply, sewerage system, commissary, and dispensary. This plan should reduce loneliness, increase morale, and afford much saving in upkeep and attendance. Each center will have standard six-room camps for laborers, and two-room camps for foremen, servants, and better class labor. Certain centers will have a superintendent's house, three or four overseers' houses, bachelor quarters, mess hall, farm office, etc. The water system will include a tank pump whose distribution will serve all buildings, a sewer system with septic tanks, and a lighting system for both indoor and outdoor facilities.

THE drainage problem has furnished many busy days and nights. Five draglines, all new, were sent here—Bucyrus-Erie, with three operators for each, furnishing a twenty-four hour schedule seven days a week. The million cubic yard mark was passed at the end of ten months. One four-week month went into 194,700 yards of dirt, which means that even the "Graveyard Shift" (11:00 P. M. to 7:00 A. M.) were steaming along. Two 50-B machines, with 1½ yard buckets and 50 foot booms, and two E-2 machines with 1½ yard buckets, same boom, a Ledgerwood electric-driven center plow unloader, a slackline cable way—80 foot mast, 600 foot radius cable—and a 15-ton Diesel crane, are among the heavy duty machines of the development.

R. Jensen, Acting Division Engineer, has directed all office and field engineering for many months. He is away from Chiriqui just now, possibly to take up work elsewhere for the Company. W. A. Wood, Assistant Division Engineer, is at present in charge. J. E. Lynch is Chief Clerk; L. W. Westfall, Chief Draftsman, with ten men in the Armuelles drafting room. F. J. Stewart is Assistant Engineer for Armuelles water and sewer supply. H. R. Pierce, L. G. Simmons, W. F. McArdle, and F. C. Schmiedicke are among the senior men in the field. The Department has a total of forty-five men today. O. M. Gartner, Assistant to the Manager, has from the beginning had general supervison of the entire engineering program.

To keep the Farms straight in your mind you've got to know jungle forestry. Every Farm here is named after a tree. Progreso District has six Farms—Cuajada, Cedro, Arenillo, Coralillo, Alcabu, and Chuchupate. Progreso is the northwest part of Chiriqui with western extension near the Costa Rican border.

Esperanza District covers the eastern part of Chiriqui with Espave, Guacima, Mora, Berba, Sigua, and Aguacatón Farms.

Blanco District retains the west central portion of the development and has its Javillo, Nispero, Palo Blanco, Majagua, Zapote, Bongo, Higueron, Guayabo, Membrillo, and Malagueto Farms. It is literally "hit the wood" on these Farms. Professor Record of Yale Forestry School and Mr. Henry Kuylen of the Colombia Division are the only men I know outside Chiriqui who can spell these names correctly.

Everything is 16′ x 16′ planting here. Uniform prices for all Districts were: underbrushing, $5. per hectarea; lining, $5.; planting, $4.; felling, $22.; seed digging, $6. to $8. per M; roads, $.07 to $.10 a meter; ditching, $.25 to $.30 a cubic meter. It is proposed to use 3-ton Athey caterpillar carts, drawn by tractor or oxen for farm work, and for picking up fruit and hauling it to shipping points. Accordingly, gravel roads are planned along section lines. The development has 400 acres of pasture, mostly Napier grass, with some Guinea and Para. Applications of nitrate are being made to some second growth areas. 4152 acres of 1928 banana planting are maturing in 1929. The estimated production for 1929 is 320,000 stems.

The labor supply is very limited, particularly maintenance labor for fruit cutting, hauling, cleaning, and pruning. A census shows Panamanians, Nicaraguans, Costa Ricans, British West Indians, Spaniards, Honduranians, Cubans, Colombians, Chilians, Ecuadorians, and Peruvians.

G. M. Slater is Division Superintendant of Agriculture; W. E. McHale, Superintendent of Esperanza District; J. R. Strange, Assistant Superintendent of Blanco District; J. J. Murphy, Chief Clerk Progreso District; and

Accounting Department employees at Puerto Armuelles, January, 1929. Left to right: E. G. English; H. J. Dannecker; A. Bolanos; R. W. Haley; S. F. Daniels; F. F. Campbell; A. D. Ross; A. B. McLean; R. C. Shepard; T. Alvarado, Jr.; E. Torres; L. G. Pryce. In front: Office Boy

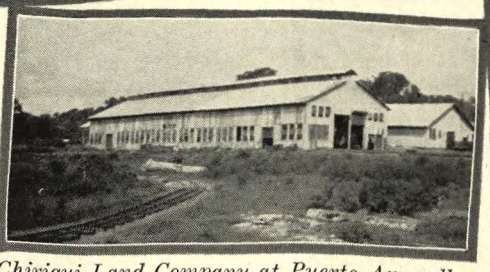
H. C. Armitage, Chief Clerk to Superintendent at Armuelles Headquarters. Agriculture has a total staff of thirty men, including O. L. Stevenson, C. G. Wrestler, R. L. Cover, Sutton Scoltock, Mr. Trafton, and V. R. Selby among the senior men. Dr. V. C. Dunlap, Soil Chemist, whose Company wanderings have taken him all over the globe, is now based at Esperanza Camp. (A long way from The Russell, Russell Square, London, Doctor.)

When you walk into the Manager's office at Armuelles, for a moment you think you're in Preston. A large part of the outer office is taken up by A. W. Batchelder "Batch," Secretary to the Manager, who has shifted from Sugar to Bananas. Quite appropriately he picked out some of the largest we have. Batch sends his regards to all Prestonites and says if they do as well in 1930 as they did in 1929 he may want to shift back there again. Lic. C. Bieberach and Special Agent F. W. Genuit are neighbors of Mr. Bachelder in the outer executive offices.

Down the beach a little way beyond the Taylor All-Night-Short-Order Restaurant is temporary housing for the Accounting Department. Somehow accounting men never get very far away from that name Taylor. E. G. English is Division Accountant; R. H. Haley, Chief Clerk; A. B. McLean, Assistant Chief Clerk; W. J. Doherty, Chief of Audits; and S. F. Daniels, Cashier-Paymaster. At this writing the Department has 17 men; also an office boy—Ivan. "He is pretty fast," says Mr. Haley, "but he is not a Russian."

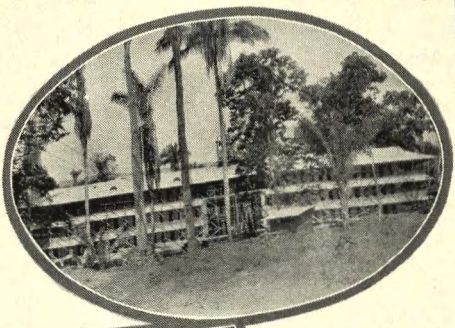
The railroad situation you now understand. F. J. "Jerry" Baron is Superintendent. He seems to handle about six lines of work, and goes exploring in his spare time. He is at present cleaning six spurs and a long belt line, using 15 ft. girder bridges, now standard, with one 90 ft. clear span bridge where the Esperanza Belt Line crosses the Blanco Canal. He

F. J. Baron, Railway Superintendent, with motor car "Casey Jones" and trailers

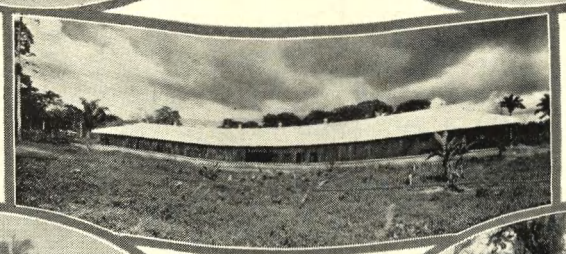


Laborers' camps and the Machine Shop of the Chiriqui Land Company at Puerto Armuelles

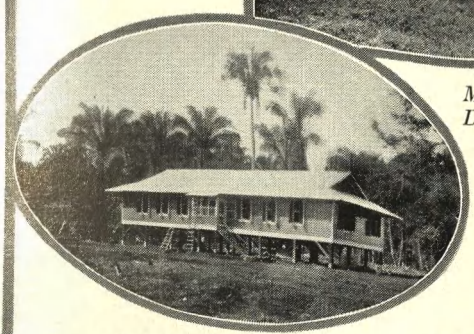
Above: General Office under construction



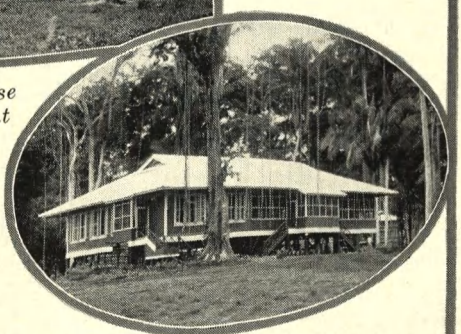
Above: New Hospital under construction



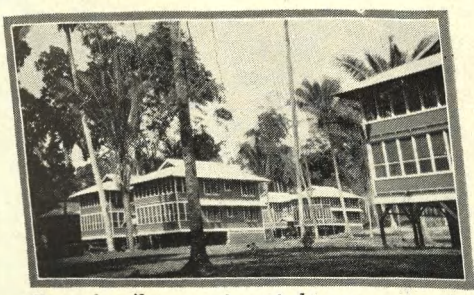
Merchandise Department Building



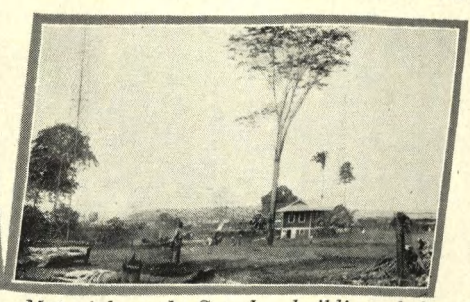
8-room Bachelor Quarters under construction



Front view of dining hall and social club



Four-family apartment houses recently erected "on the Hill"



Material and Supply building being erected below station

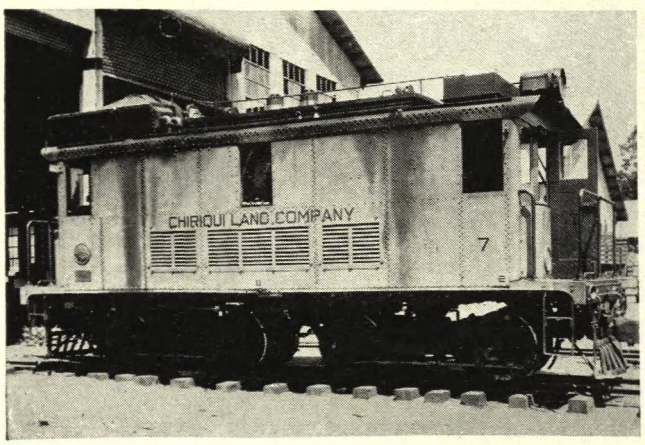
also rates 50 all steel 12-ton banana cars, 18 ballast flats, 15 flats for general service, 21 general purpose cars from Almirante, 9 motor cars (the Casey Joneses), and 3 Sheffields, two of them long stored in crates in Banes' Surplus Material. The Diesel locomotive crane is handled as only Bill Yerkes can ride 'em. (As I write he's out on the wharf playing with 90 ft. piling.) H. C. Wood is Railway Chief Clerk; W. Dougherty, Roadmaster; S. M. Banach, Trainmaster. W. Behnke, E. Barkley, and A. Benoit operate locomotives with J. Manley, formerly at Castilla and Guatemala. The two Dispatchers, J. C. Bostwick and M. E. Miles, pass out train orders to Conductors W. R. Johnson, F. J. Mitchell, O. E. Swisher, and L. L. Tripagnier. L. H. Crossman, one of the solid Almirante Old Guard, is General Foreman.

Chiriqui is using the first Company Diesel Electric locomotives. They are 13′ 6″ high, 8′ 6″ wide, 29′ long, weigh 40 tons, and were built for 36in. gauge track, double truck type, 200-250 brake horse power. Two men are used—one operator and one oiler. The machines consume only one-fourth to one-fifth the fuel of steam locomotives, and have a smokeless combination for either switching or heavy hauling power. They were built by the General Electric Company, with Alexander Winton Diesels, small pilot, Timkin roller bearings, and powerful searchlight. When this gets to be four-track territory down here, I predict they will still be using such locomotives. There is no air braking at Chiriqui yet, except on engines.

This and other equipment gets mechanical check-up under Superintendent W. E. McLaren, Mechanical Foreman A. Shackleton, Motor Mechanics C. V. and F. R. Peck, Machinists R. Gaez, C. Bailes and R. Diaz; Electricians G. L. Kelley, W. H. Critch, and others. Power Plant Engineers are John Turpee and Ellis Forss. Their semi-Diesel engines, equipped with Maxim Silencers, have been erected three times, twice at Almirante and once here. Armuelles whistle operates on 100 lb. compressed air power, blowing at 5:30, 5:50, 6:55, 7:00 and 11:30 A. M., and at 12:25, 12:30 and 5:00 P. M., and when the stock hits 150 again. Power and light lines, already erected, comprise 10.25 miles of combined No. 6-10 weatherproof wire, and 25 miles pole line for telephones. There are 9 railroad phones for the Dispatcher. Farms and town have 27 instruments and 1 switchboard. Chiriqui operates 6 Kohler electric plants for Frigidaire connections.

Puerto Armuelles was chosen as headquarters for a town site because of advantages offered through centralization of all departments. The rise and fall of the Pacific tide varies from 9 to 14 feet. Ships coming to Armuelles must have long booms as they lie against dolphins away from close wharf contact. Discharge with usual ships' tackle will be a long process. The hills rising back from the shore offer an ideal site for residential buildings, hospital, club, main office building, streets, grounds, etc. In conjunction with the development of the port, the general layout can be considerably elaborated to show an ideal city along the coast to the San Bartolo River with government, religious and educational buildings, plazas, recreational and amusement grounds, and business and residential sections.

The Armuelles water system is supplied by the Guanavanito River, where weir measurements show 325 gallons per minute at the end of the dry season, an abundant supply for all domestic, industrial, and fire protection purposes. A dam is located 2,000 meters from the southwest corner of the town site. with room for filtration plant and materials for construction purposes. A pumping system is necessary. The Govern-



General Electric 35-ton Diesel locomotive No. 7

ment Pier at Armuelles was first used in August, 1928, with the BULL GANG wrestling rails, ties, locomotives, cars, tractors, draglines, cement, and red wood lumber after the beach route.

A SUCCESSFUL start such as we have had at Armuelles would have to be backed by an efficient Medical Department. You'll always find Dr. Deeks' hand in it somewhere. He sent Dr. I. E. Peon here, and Joseph Corrigan, Sanitary Technician. Also Miss Helen Flanagan, Hospital Matron; J. R. Maltzberger, Laboratory Technician, and L. Rebelo, L. Prosperi, C. E. Moodie, and C. N. Garrigez, Staff. There is a forty-bed hospital here and a regular eight-room bachelor's quarters, with basement finished in. It is only half full today.

The operating figures are in the Black, not the Red. The laborers down here get their quinine automatically pushed right through their molars, with a gentle tap on the tummy to swallow it. They get it consistently and regularly, in the camps or where they work. Nobody gets away from Maltzberger. If a positive does any reneging, he gets his pay stopped. It's control in the most efficient form for Division economy, with work days instead of hospital days to be paid for. Malaria incidence has been reduced to below 22° for the Division.

R. T. Crump, Superintendent of Construction, is finishing a new two-story office building 145 ft. by 40 ft., and a new Hospital building 220 ft. by 31 ft., with a back ell 31 ft. by 60 ft., with three stores. There's a big single floor New Merchandise and Allied Departments Building almost ready for "Sarge" Lewis. This is 340 ft. by 60 ft., and, listen—under one roof it is going to house all Wholesale and Retail Merchandise, Bakery, Meat Shop, Refrigerated Storage for Meat and Miscellaneous Perishables, Ice Plant, Bottling Works, and Laundry. All under one roof, steel frame and zinc. Mr. Crump is using redwood and fir from West Coast shipped in M & S supplies from lumber schedules made up at Boston.

H. R. Lewis, in addition to handling his own Merchandise Department and General Service Building above referred to, will operate some five or six Line commissaries located in the country labor centers. W. H. Livingston, as Commissary Inspector, is with Mr. Lewis and a department of ten terminal men. Sarge is going to sell his blue work shirts and wash them afterward, showing more bravery than we used to have in the blue shirt game.

R. W. Gray came over here from Limon to superintend Material and Supplies. The Warren Brothers, E. R. and E. H., were here about the same time.

The Exportation Department, Agent for Steamers, has E. V. Arbouin, formerly at Almirante, as Acting Agent, D. S. Doig, Chief Stevedore, and E. H. Pearson, Clerk. Buildings and grounds are lining up under G. S. Lindo, formerly of Puerto Castilla. Jesse Scheck continues as efficient Hotel Steward. He left the *Pastores* to come here.

The Radio Department drew the former Chief Operator at Almirante, C. Kirsh. He is a one-man station for the present. P. H. Muller is ashore here from Pacific Coast ships for a spell. Their short wave set, home-made in Almirante years ago, could easily have picked up Mr. Beakes at the Hague International Conference.

Mr. Cutter told me when I was last in Boston that all married men employees sent here in 1927 were obliged to leave their wives and families behind in the U. S. A. or England. The separation, in some cases, extended over two years. He also said that the Company appreciated the fact that all during this

Stearman plane, used in Chiriqui Land Company aerial photography, at Progreso Field

Group of employees at Corredor, July 17, 1928:

1—*L. A. de Gravelle;* 2—*M. A. Rankin;* 3—*E. V. Lynch;* 4—*Ramsey Smith;* 5—*L. D. Hogan;* 6—*R. Pointer;* 7—*Thos. Faulkner;* 8—*Jacques Vergnes;* 9—*W. M. Williams;* 10—*Geo. W. Kohler;* 11—*W. E. McLaren;* 12—*W. F. S. Fortune;* 13—*V. E. Dallas-Conte;* 14—*Jose Acosta;* 15—*C. C. Fitzpatrick;* 16—*R. C. Kieswetter;* 17—*Geo. L. Marsh;* 18—*A. Benoit;* 19—*J. R. Strange*

time there was no complaint from any of them, even though it must have been most unpleasant for all concerned. Quarters then were very scarce. During the unloading of the *Glendola*—October, 1928—72 men were sleeping in a 6-room bachelors' house. There are now scattered throughout the development some 5,000 people. The laborers' census is 4,000.

No credits at Chiriqui! All cash advances—a great labor saver! Live stock carries the brand C. L. C., and also a branded number for work bulls, horses, and mules. When you eat a meal here you know why the whole operation clicked. They came through on their cooks. George Vaz, George Jones, George Bell, and Herbert Harmond are a few. Slide rule and black note-book honors still go to Cuba. Those dragline men like C. O. Kirksey, Eddie Hollis, Al Green, and others, did some fast traveling for Ramsey Smith, Dragline General Foreman; and G. L. Wendt, Blacksmith, had to put some snappy forge work across to keep up with them. Klim is the milk here, so far.

We have had only five cases of snake bite and all recovered after being treated with serum. There is ample serum at Field Dispensers and all Field Engineers carry a supply. Plasmochin is given locally in combination with quinine in the treatment of malaria cases.

The operation here is casting concrete pipe, all sizes, in the 30 x 30 Casting Shed at port. The big Casey Jones motor cars with four trailers, working at night, moved all merchandise supplies and light material for months when the contractors kept cars off the new railroad main line during daylight. They hauled bits, too. No Division has ever been up against this before. The first draglines were assembled at Corredor, 9 kilos from Armuelles. Daily records of rainfall, temperature, relative humidity, hours of sunshine, are all kept at Progreso, near the big airport and landing field of 800 meters by 200 meters. Lieut. J. Beasley, loaned us by the Army, is flying our Stearman plane, and J. Dean is running the big Eastman aerial camera on the photographic survey.

School is in session now at Chiriqui, with Miss E. R. Sloat as teacher. This is the first tropical school I have seen going into Algebra and 18 ABC divided by 3 BC or 12XY divided by 4Y. Get that answer from Harold Parker at G. O. Captain Petersen of the *Limon* had his troubles here last week with a nasty sea, and the dolphin piles washed away. Captain Welton of the *San Jose* was luckier the week before. Captain Thompson of the *La Perla* is always lucky they say. The current setting to the north here piles the tide up against a sharp shoulder at the pier head and stirs up some mean rollers now and then. There are no roofs on Chiriqui banana cars. There's a reason. I was showing the

big June Outing picture of the General Office to a lot of the fellows here. One of them said: "Well, I don't think so much of the men, but those girls can come down to Chiriqui any time they want to."

Panama is negotiating with Greece for the introduction of Albanians, Armenians, and Greek Nationals. The Greeks may yet raise fruit as well as sell it.

Today the Panama Canal is carrying traffic so far in excess of the expectations of the men who built it that engineers are even now in Nicaragua engaged in preliminary surveys for another canal there. That may some day mean other seasoned staffs to be provided by Mr. West and Mr. Jacome for new Atlantic and Pacific terminals. Getting back on the Zone again, particularly on such an occasion as the farewell dinner tendered to Mr. Edward Daly at the Strangers Club on August 28 last, makes me realize that I missed a lot when I left Mr. Oldstein there in June, 1904 to go to Limon looking for a Fruit Company job. And I had a hard time to get one, too. I might have belonged to that Cristobal Baseball Team with Messrs. Paterson, Cain, Adams, Raymond, Agnew, and David Sasso. Miss Dorothy Callihan and Miss Dorothy Wertz have certainly helped me with a mountain of dictation. I missed Miss Thelma Hilliard, who is away in Oregon on vacation.

Group of pupils on the steps of new schoolhouse, September 18, 1929

Old Timers in Guatemala in 1910 will be interested to learn that Mr. Arthur Trafton is on the Zone and going strong. He is known, too, in many other places. Arthur almost remembers when the first bounce was out and the home plate made of white marble. He still whistles.

Radio men from the Pacific ships surely provide the Press with news. Kent and Weiss, *San Jose* operators, put up eight sheets one morning when Range, *San Jose* steward, was bringing up coffee. Their news included New York Times service, Hearst service from San Francisco, two New Orleans' schedules, complete baseball scores in four Leagues, and market openings and closings. The only thing they left out was a Brief Interlude from Boston.

I am told that not one of the Department Heads at Chiriqui, with the exception of Mr. Lewis, had ever headed a department before this job. Bob Greenwood is repair man on five drags and one slack line, and he'll still stop to argue the old question as to which is the best, electric driven ships or the geared steam turbine. He tells me the Ford Company ships Cristobal, duty free, all parts for the assembling of cars, thus saving shipping expense for transshipment through Central America and the northern portion of South America. No Fords were needed by Lorio, Deems, George Martin, Pierce, Westfall, Austin, Billmeyer, and Howes from Columbia, Joe Heim, McGregor from Costa Rica, Jack Tabor, Crawford, Newberg, and Hawkins, the Tela drag man, Ted Scott and Hardick, Dwight, who made pay trips alone if he had to, Bob Keiswetter, White, Keating, Boseman, and Arthur Benoit, who lived on a Casey Jones as did all the other men, and saw their share of the early-day jobs here, with and without profanity.

Put 'n Take, Put 'n Take

William M. Paisley, of the Passenger Department, New York, winner of the Third Prize in the recent Contest on the subject of most value from the viewpoint of this Company in Samuel Crowther's book "The Romance and Rise of the American Tropics," contends the author shows that companies such as ours have earned the right to continued existence and prosperity because they have been "Putters," not simply "Takers"

THE most significant topic, from the United Fruit Company's viewpoint, developed by Samuel Crowther in his book "The Romance and Rise of the American Tropics," may be summed up in this homely way: "Put 'n take, put 'n take; but the 'putters' get ahead, and the 'takers' go under."

In the chapter entitled "Understanding Some Misunderstandings" the author paints strikingly contrasted pictures. One presents the ruins of a French chateau—the erstwhile property of a company organized in Paris to grow bananas—while the other reveals an office of the United Fruit Company. A verbal flash-back discloses a huge house, a band of wealthy overlords, scores of servants, fine wine cellars, sumptuous banquets, and then—a tragic fade-out. There follows a view of "neat and comfortable bungalows facing well-kept streets with paved sidewalks," shower baths, pure water, a modern sewer system, tennis courts, and "a lot of other things that the feudal lords never thought about." Mr. Crowther summarizes in this pithy paragraph:

"The French company represented a species of the older sort of foreign enterprise; it had not thought of developing the country but hoped to live off it. The fruit company represents the modern American enterprise which creates as it goes along."

It is fortunate that firms engaging in business with the American tropics have an understanding interpreter in so able a student of economics as is Mr. Crowther, for there is a regrettable lack of understanding regarding modern American business. "Imperialism!" is the cry. Unthinking individuals, sincere but misguided reformers, and musty professional men, steeped in the traditions of the older economic school, raise the cry and keep it before us. The lay public, depending for the most part on sketchy stories in the press for its information—or lack of it—is prone to misunderstand industrial operations in the tropics. "The Romance and Rise of the American Tropics," like a flash of lightning, illumines the darkness and clears the atmosphere.

Briefly, the critics aver that the corporations doing business in the tropics are monopolies; that they unscrupulously take the natural resources of our weaker neighbors without compensation; that they manipulate the governments of the southern republics; and that they grind down the natives into virtual slavery. Let us see, guided by Mr. Crowther, how much truth inheres in these assertions.

There undoubtedly have been monopolistic activities in the tropics. With this the author agrees. Men have taken great concessions, often by bribery, and moved governments around like chessmen. But the significant point is that the monopolies failed. "They died because they did not pay. The promoters forgot that the goose did not lay the golden eggs after it died."

Size and financial backing are not synonymous with monopoly, as the unthinking would have us believe. Mr. Crowther clearly shows that only with the combination of far-flung sources of supply, the backing of adequate capital, and the efficient management characteristic of our large corporations, can an enterprise survive.

As to manipulating governments, Mr. Crowther quotes the head of a large corporation as follows:

"Do I look like a fool? Don't you know that if I backed a candidate and he were beaten I should have to pay through the nose? And also don't you know that if I backed a candidate and he won I should not only be at his mercy but also at the mercy of the opposition party in the next election? Inside of ten years I should be supporting every politician in the country."

IT has been asserted that the United Fruit Company takes millions of bananas out of the tropical countries and sells them at a profit so enormous as to be well-nigh inconceivable. It is further alleged that the Company maintains such low wages and pays such poor prices for its purchased fruit that tropical nationals are reduced to poverty. The absurdity of this contention, the author points out, lies in the fact that there is a distinct difference between life in the tropics as it is today and life as it was forty years ago. Thus there could have been no reduction. There has been, on the contrary, a notable rise in the standards of living.

Fallow land—tropical jungle—that was, prior to its acquisition by the fruit companies, wholly a liability, has been scientifically brought to a high state of productivity. Does that smack of "taking?" Regular steamship communication with the outside world has insured a steady flow of tropical products to market and a return of manufactured articles —in demand because of the new standard of living—to the Caribbean countries. Is this robbery? The United Fruit Company alone "has an investment of around two hundred million dollars in the cycle of business facilities to grow, buy, transport, and sell tropical fruit. . . . It pays annually in wages to these men nearly twenty-five million dollars—of which nearly three-quarters goes to residents. The wages paid to nationals run from three to ten times those paid by domestic enterprises such as coffee, so they represent a much larger buying power than the other wages." The Company assures banana growers a year-round market and it pays them equitable prices. Good wages increase purchasing power. Increased purchasing power stimulates business. Good roads are built. Education is fostered. Governments are stabilized. Prosperity reigns. Can this be "Imperialism?"

Mr. Crowther's book furnishes authentic and effective arguments in refutation of unjust and unreasonable criticism. He shows that companies like our own have earned the right to continued existence and prosperity because they have been "putters" and not simply "takers."

LONG SERVICE ORDER OF THE UNITED FRUIT COMPANY

Employees Who Entered the Service of the Company During December, 1909

Name	*Present Position*	*Department*	*Division*
Frank O. Basing	Storekeeper	General Storeroom	New York
Hunter C. Hicks	Assistant Passenger Traffic Manager	Passenger	New Orleans

John W. Plaisted, Research Department, Boston, who won the Fourth Prize in the Contest, took as his subject

A New Conception of International Trade

"Value for Value Received" is the keynote

THE most important topic in Samuel Crowther's book on the American Tropics is the American method of doing business in the Caribbean region. This may really be considered the theme of the whole book, and the historical part as introductory and explanatory. Until recently, that is, up to thirty years ago, the history is largely a record of the results of trying to get something out without putting anything in. These results are interesting and instructive as a demonstration that the idea did not work in practice—it was a conspicuous and total failure. Aside from a small, irregular and unreliable trade, nothing happened. Nor was this trade an accomplishment. It was but incidental to the development of the region under discussion.

The basis of the new conception of trade is to give value for value received. The result is development, with concomitant benefit to all concerned. Mr. Crowther carries this idea so far as to consider the Central American countries an economic unit with the United States, regardless of political lines. So great a degree of economic unity might not be possible with more distant countries. But even if the condition which he describes is unique and not to be paralleled everywhere, it is clear that in the region discussed signal progress is being made by applying to business along the Caribbean the same principles and methods that have been successful within the United States. The keynote is "modern American enterprise which creates as it goes along." . . . "And as a logical development . . . industries have gone into foreign countries, not to sell surplus production but to embrace those foreign markets in the general scheme of production."

Application of the Principle

In the new conception, foreign trade is not a mere buying and selling proposition dealing with commodities at hand, but a creative undertaking with continuous operation.

The operations of the Company depend upon development of the areas in which its activities take place. Formerly, most of these areas consisted of worthless swamp and jungle. In order that the land might produce it was necessary that it be cleared, drained and otherwise improved. To make large-scale production possible, and so that labor and managing officials could live in the locality on a reasonably permanent basis, engineering works, sanitation, housing, water supply and various other improvements were undertaken. The further development extended, the greater the number of problems encountered. Some of these could be solved by the application of general knowledge and common sense, but others required study, based on technical information. This led to the establishment of agricultural and other forms of research, as sanitary requirements had led to medical and engineering research on health problems. Once progress began on a basis of real improvement and development leading to mass production, other ramifications followed as a matter of course. The building of towns, extensive engineering works, water supplies, a health service, and other features of the present specialized organization were inevitable consequences of the original idea.

Materials and commodities supplied to citizens of the United States who went to the tropics in the employ of the Company naturally came to the attention of the native

population, and gave rise to a demand for these articles. Regular wages on a higher scale than had ever before been known made possible local purchase of the coveted articles and started a constantly increasing series of exports from the United States to the countries in which operations were proceeding. These exports have grown until they provide a valuable resource to the Company in freight for outbound voyages. This is in marked contrast to the early days, when outbound freight shipments were of infrequent occurrence and insignificant in quantity. Furthermore, at that time shipments from the tropics to the United States consisted almost entirely of bananas, whereas at present a considerable volume of non-Company products is transported on Company steamers to United States ports. With further development, trade in both directions will increase proportionately.

This analysis of the situation by an outsider should be of great value to the Company because it gives a perspective of our operations and their environment that is difficult to get when in the midst of the operations themselves. Such a perspective enables us to appraise work already done and to realize a sound basis for present and future effort. While the conception set forth by Mr. Crowther may appear idealistic, the facts demonstrate that it represents an actuality, and that it has worked amazingly well. The conception is a form of the practical idealism now becoming evident in many lines of human endeavor. It is good business and leads to greater profit and prosperity than any former method of international trade, and every American should be proud that his countrymen have made such a conception possible.

SAFETY FIRST!

By F. Gooderson,
Elders & Fyffes, Ltd.
Avonmouth, England

I WASN'T reared expensive
Nor eddicated flash,
But, now I've made a decent pile
I likes to cut a dash.

And so I takes my dinners
In a slap-up rest-o-rong,
Where everything is done "à la,"
And very much "bong tong."

I'm told I look a perfect gent
In my new evening suit,
And I can manage all the grub,
Except the blinkin' fruit.

I drinks my soup wi'vout a sound,
As natty as you'd wish,
And knows what sort of funny knife
You uses with the fish.

I ain't afraid of "horse dover,"
Or even sparrow grass,
And knows what wine I'm drinkin'
By the colour of the glass.

But when it comes to oranges,
Lor' lumme, 'ow they squirt!
The only one I tried to eat
Quite spoilt a bran-new shirt.

I tried a slice of melon then,
And never shall forget
The way it curled all round my face,
And made my cheek-bones wet.

So now I eats bananas,
Bananas every day,
For I can peel and eat 'em
In a gentlemanly way.

I sometimes thinks I'd like a change,
But sticks to "safety first,"
So I'm doomed to eat bananas,
Bananas till I burst!

—*The Banana Budget*

The beautiful valley of the Reventazon River where lie the coffee plantations of Costa Rica

Coffee Preparation or "Beneficio" Work

By W. H. Crawford

Coffee Supervisor, Pejivalle Farm, Turrialba, Costa Rica

In the November, 1929 issue of UNIFRUITCO there was published an article "Our Coffee Venture in Costa Rica" by Samuel Kress, Superintendent of Agriculture, in which the author gave a description of operations as far as they had gone, handling the subject under the headings of Nurseries, Planting, Cultivation up to the third year, and Temporary and Permanent Shade. Mr. Kress stated that another year must elapse before harvesting operations could be engaged in to any extent when the coffee *beneficio* (factory for curing and drying coffee beans) would be completed.

The *beneficio* is now operating and Mr. Crawford in his paper presents very clearly the various steps incidental to the preparation of the coffee for shipment

THE high prices obtained by Costa Rican planters in the various coffee markets of Europe and the United States are partly due to careful *beneficio* work. *Beneficio* is a Spanish word literally meaning "benefit". In this instance, however, it is applied to coffee preparation from the ripe fruit stage to the finished product, known in the United States as green coffee.

Before modern coffee machinery was manufactured the method of preparation was very primitive. The coffee was dried in the berry and the dry pulp was later removed by passing heavy iron-shod wheels over the beans. Subsequently, the water method was developed and this is the one used at the present time by planters in Costa Rica. Naturally, plenty of water is needed and Costa Rica is fortunate in having a sufficient supply for the purpose.

To describe *beneficio* work in detail would require a great deal of space, so we will follow the coffee through the various processes in a general way.

The stages of modern *beneficio* work, taken in sequence, are pulping, fermenting, washing, drying, hulling, sizing, hand-sorting, and polishing. There are two main processes, the wet and the dry. We will first outline the wet process.

The ripe coffee fruit, after it has been

Above: This coffee nursery in Pejivalle consists of 9 acres and has approximately 375,000 young coffee plants

At right: Showing abnormal growth of a coffee tree on Pejivalle Farm. The tree is about 8 feet high

picked from the trees, is dumped into a receiving tank. With water as a conveyor it is taken from the tank to machines which remove the outer skin and part of the pulp. These machines are called "pulpers". After passing through the pulpers, the beans still have a little pulp, or *miel de café,* adhering to them that can be removed only by fermenting, which is a delicate process as care must be taken not to ferment the coffee beans themselves. For this purpose cement fermenting tanks are used and the coffee passes from pulpers to fermenting tanks, where it remains about twenty-four hours, or somewhat longer if the nights are cold. Washing, one of the most important features of *beneficio* work, follows. Water is let into the tanks, allowing the coffee to flow by gravity into the long cement washing channels. (In some coffee-producing countries where the supply of water is limited, washing tanks are used instead of channels, and in some cases no washing is done at all.) The better the washing, the better the product, as a rule. A modern cement washing channel is subdivided into compartments by gates which can be raised or lowered as desired. These gates are for the purpose of making separations, first, second, and third washings, and so on. As the coffee flows along the washing channels it is stirred up, causing the light defective beans and pieces of coffee pulp to rise to the surface and flow off, and leaving the sound and heaviest beans—a process of elimination. Most *beneficios* make several separations in order to obtain the best first quality or first washing.

The coffee is now ready for the dry process and is emptied from the washing channels into pits fitted with iron gratings which allow the water to flow off. There are two methods of drying, namely, sun drying and hot-air or mechanical drying. A great many *beneficios* are now fitted with mechanical dryers and all of them have cement floors, or *patios,* for sun drying. The latter method is very simple. The washed coffee is shoveled from the pits and is spread on the *patios* and during the time it is exposed to the sun it is stirred or turned over so that it will dry out evenly. Some *beneficiadores* maintain that sun-dried coffee has a better color and flavor when roasted than that which is dried by machinery. A modern coffee dryer is cylindrical in shape, about 16 ft. long by 6 ft. in diameter. The wet coffee is loaded into the dryer and as the latter revolves the coffee is turned over and the hot air passing through does the drying. These machines do the work in one-fourth the time needed for sun drying and a uniform product is assured if the temperature of the air and the speed of dryer and blower are properly synchronized. Coffee dried to the right point takes on a greenish-blue color, but if dried too much it changes to yellow-green, losing the blue tint.

Coffee buyers demand a good color. There-

fore, it is important that extra care be taken in this stage of the dry process. When the coffee is removed from the dryers, it is known as *café en pergamino,* or husk coffee, because after drying, the beans have on them a loose yellow husk or parchment. This parchment is removed by machines called hullers which, depending upon their size, have a capacity of from 6 to 24 quintals an hour. The hulled coffee, known in the trade as clean coffee, is now ready to be sized and is run into classifiers. These consist of cylindrical or flat sieves. Most of them turn out from five to six classifications—three sizes of flat beans, two of peaberry, and one of broken beans. The coffee then goes to the hand-sorting tables. Defective and discolored beans frequently have the same weight and size as sound beans; they must, therefore, be removed by hand, as it is not possible to do this operation by machinery. The last part of the dry process is polishing. A polisher rubs the beans together, giving them a shiny appearance and at the same time removing the silver skin.

If every distinct operation of the *beneficio* work is carried out carefully, the result is a first-class product.

The coffee is now ready for shipment and begins the long journey to some foreign land where it brings cheer and warmth to those who appreciate this ancient beverage.

Transfers and Promotions

Banes

Joseph C. Etheredge, Acting Assistant to Manager, to Assistant to Manager.

Chester Gibbons, Chief of Audits, to Assistant Chief Clerk, Accounting Department.

R. V. Sara, Superintendent Merchandise Department, to Superintendent Merchandise Department, Banes and Preston Divisions.

Frederick F. Flandry, Assistant Storekeeper, to Assistant Storekeeper, Preston Division.

M. J. Reagan, Accountant, to Assistant Accountant, Preston Division.

W. C. Hansen, Clerk, to Preston Division.

L. F. Collette, Clerk, to Preston Division.

W. W. Fisk, Clerk, to Preston Division.

O. F. Hagaman, Clerk, to Preston Division.

R. L. Murray, Clerk, to Preston Division.

W. J. O'Connor, Clerk, to Preston Division.

Lillian Walsh, Comptometer Operator, to Preston Division.

A. A. Chagnot, Clerk, to Preston Division.

Louise O'Hare, Stenographer, to Preston Division.

Harriett Williams, Stenographer, to Preston Division.

W. Hind, Mechanical Engineer, to Jamaica Division.

Preston

William B. Smith, Storekeeper, to Superintendent, M. & S. Department, Banes and Preston Divisions.

R. A. Rae, Assistant Storekeeper, to Assistant Storekeeper, Banes Division.

C. L. Tassin, Superintendent, Merchandise Department, to Assistant Superintendent, Merchandise Department, Banes and Preston Divisions.

Jamaica

P. Holness, District Telephone Foreman, Port Antonio, to District Superintendent Telephones, Montego Bay.

J. Morton, Assistant Supercargo, to Pilot.

R. A. B. Williams, Assistant Supercargo, to Pilot.

B. E. Howell, Statistical Clerk, to Freight Billing Clerk.

R. R. Campbell, Storekeeper, Monymusk, to Storekeeper, Port Antonio.

A. C. Lewin, Storekeeper, Port Antonio, to Storekeeper, Monymusk.

S. L. Ffrench, Acting Overseer, Dry River and Caswell Hill, to Overseer, Verleys Lorne.

G. Granville-Barscow, Acting Chief Clerk, District Superintendent's Office, St. Catherine, to Chief Clerk, Office of Assistant to Superintendent of Agriculture, St. Catherine.

T. J. Looney, Assistant Engineer, Albion, to Resident Engineer, Albion.

Guatemala

Wesley R. Crosby, Division Accountant, to Traveling Auditor for Tropical Divisions.

R. Marr, to Deputy Overseer, Cumberland Pen, Jamaica Division.

Panama

E. T. Neumann, M. D., to Colombia Division.

Costa Rica

Francis L. Kilcline, Assistant Stevedore, to Assistant Stevedore, Terminal Operations Department, New York Division.

Tela Railroad Company

Jesse Baker, to Colombia Division, United Fruit Company.

T. J. Keller, to Colombia Division, United Fruit Company.

E. G. Swanson, to Colombia Division, United Fruit Company.

J. M. Benites, to Guatemala Division, United Fruit Company.

R. P. Daniels, to Boston Division, United Fruit Company.

New Orleans

Marjorie L. Miller, to Stenographer, Accounting Department, Fruit Dispatch Company.

San Francisco

Samuel Stewart, to Jobbers Service Department, Fruit Dispatch Company.

Boston

MacGregor Bulloch, Shore Staff, to Port Engineer.

Mary E. Horrigan, General Office, to Stenographer, Accounting Department, New York Division.

William McGonagle, Stenographer, Marine Department, to Stenographer, Port Captain's Office, New York Division.

Donald Jones, to Tela Railroad Company.

Revere Sugar Refinery

E. H. Newhall, Chief Chemist, to Superintendent.

J. M. Brown, Assistant Chief Chemist, to Chief Chemist.

J. T. Manion, Assistant Chemst, to Assistant Chief Chemist.

New York

Mary Jaworski, Typist, Freight Terminal Department, to Stenographer, Customs Bureau.

Robert B. Birdsall, Clerk, Freight Terminal Department, to Pier Clerk, Terminal Operations Department.

A. Smoling, Extension Clerk, Freight Terminal Department, to Extension Reviser, Freight Terminal Department.

George C. Eiskamp, Freight Terminal Department, to Rate Clerk, Freight Traffic Department.

W. J. Smith, Office Boy, Freight Traffic Department, to Solicitation Record Clerk, Freight Traffic Department.

Thomas McGlenn, Assistant Bureau Head, Freight Forwarding, to Bureau Head, Freight Forwarding, Freight Terminal Department.

Frank U. Noell, Secretary-Pier Clerk, Terminal Operations Department, to Freight Forwarding Clerk, Freight Terminal Department.

Thomas A. Frizzell, Pier Clerk, Terminal Operations Department, to Secretary-Pier Clerk, Terminal Operations Department.

J. V. Cantarella, Outward Domestic Freight Clerk, Freight Accounting Bureau, to

Inward Freight Clerk, Freight Accounting Bureau.

Louis E. Munoz, Revision Clerk, Freight Revision Bureau, to Outward Domestic Freight Clerk, Freight Accounting Bureau.

Charles I. Elliott, Inward Freight Clerk, Freight Accounting Bureau, to Clerk, Payroll Bureau.

Carl A. Hatsill, Time and Material Checker, Accounting Department, to Revision Clerk, Freight Revision Bureau.

C. Steele, Time and Material Checker, Accounting Department, to Assistant in Charge Time and Material Checkers, Accounting Department.

Dorothea L. Gay, Stenographer, Audit Bureau, to Stenographer, Claim Department.

Alyce A. McKenny, Typist, Freight Accounting Department, to Typist, Marine Department.

Mary E. Doherty, Stenographer, Claim Department, to Secretary to General Claim Agent.

Genevieve Finnegan, Card Record Clerk, Stewards Department, to Typist, Linen Room, Stewards Department.

Frank J. Abate, Card Clerk, General Storeroom, to Cost Clerk, General Storeroom.

John W. Perkins, Stationery Helper, General Storeroom, to Card Clerk, General Storeroom.

Alexander S. Allan, Jr., Clerk, Accounting Department, to Assistant Chief Clerk, Accounting Department, Havana Division.

George E. Taylor, Freight Traffic Department, to Boston Division.

Alice Hernandez, to Comptometer Operator, Accounting Department, Fruit Dispatch Company.

Fruit Dispatch Company

C. L. Grandstaff, Cashier, Mounds Fruit House, Mounds, Ill., to Clerk, Messenger Department, Fulton, Ky.

R. R. Cooper, Assistant Resident Messenger, Bluford, Ill., to Assistant Resident Messenger, Chicago, Ill.

R. Johnson, Assistant Resident Messenger, Chicago, Ill., to Resident Messenger, Cherokee, Ia.

R. J. Bonorden, Resident Messenger, Waynoka, Okla., to Traveling Messenger, Kansas City, Mo.

C. H. Schmalz, Traveling Messenger, Kansas City, Mo., to Traveling Messenger, Fort Worth, Tex.

C. H. S. Bagot, Resident Messenger, Oklahoma City, Okla., to Resident Messenger, Houston, Tex.

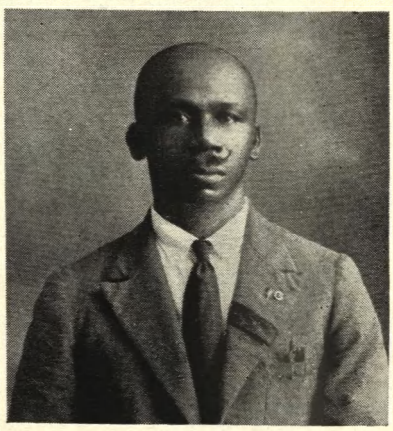
I. J. Sans, Traveling Messenger, Fort Worth, Tex., to Resident Messenger, Oklahoma City, Okla.

H. D. Train, Resident Messenger, Houston, Tex., to Assistant Resident Messenger, Memphis, Tenn.

W. L. Bagot, Traveling Messenger, Kansas City, Mo., to Traveling Messenger, Fort Worth, Tex.

Jarvis L. Kaye, Equipment Department, New York, to Jobbers Service Department.

Charles Littlewood, Research Department, New York, to Jobbers Service Department.



Reuben Thomas, who has been employed as Club Cook at Santa Marta since November, 1924, is a real Company Old-Timer. When asked for his record he reported that from June, 1906 to June, 1924 he was employed in the Costa Rica Division, and for the following five months until he connected with the Colombia Division he served on the "San Jose." He certainly knows all the Old-Timers of Costa Rica. He worked as Yardman for Mr. Cutter for a while; also for Messrs. Mullins, Marsh, Hitchcock, Salassi, Kress, and Wilson. He is famous for his fried chicken and snappy beans

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Professor: "What's the common impediment in the speech of the American people?"

Freshman: "Chewing-gum."

Bananas

By Dr. Rockwell

This dissertation on our famous fruit by the well-known vaudeville monologist is reprinted for our readers' entertainment through the courtesy of the McNaught Syndicate, Inc., New York

IF ALL the bananas which are imported into this country every year were laid end to end, half of the population would break their necks. The banana supplies us with our cheapest and most palatable form of starch. A certain amount of this element is required by our bodies, and where we formerly obtained it from starched petticoats and stiff collars, we now get it from the fruit store.

Bananas are sanitary. They come wrapped in the original packages put up by nature and rank with eggs and coconuts as being the only foods which defy contamination by a waiter's thumb.

The banana is the big brother of the mushroom, for it grows faster than a schoolboy with but one pair of pants. Just as the mushroom has a poisonous counterpart, the toadstool, the banana has a similar growth, much the same in size and shape, with which it is often confused. This is the dill pickle.

They can easily be distinguished, however, by stepping on them.

Discovery of Bananas

Bananas were discovered in 1507 by Balboa. It seems that the party ran out of tan shoe polish and Balboa, ever resourceful and clever, spied a banana partly crushed on the ground. Seizing the skin he tried it on his shoe and produced a dandy shine. From then on he shined his own shoes, although he continued to have some one brush him off.

Explorers in those days wore steel armor, iron underwear and tin mittens as protection against the mosquitoes which were very fierce. One day as Balboa was about to clean his shoes, the palm of his hand commenced to itch violently. Balboa removed his tin glove, scratched his hand and then proceeded with the shining. But he forgot to replace the glove.

As a result some banana pulp got on his fingers. Unconsciously he licked them, and that one taste was enough. It was delicious. Calling his armorers, cross-bowmen, archers and sling-shooters around him, he pointed to the banana and exclaimed "Hoc Antiphlogistine Pomme De Terre," which translated means, "See, gentlemen, I've put my foot in it."

Thus were bananas introduced as a food for the white man.

They also became used as a means of communication. When Cortez invaded Mexico, a small reconnoitering force was sent ahead to locate a good marimba band if possible and also find some jumping beans to send home as souvenirs. This small group became cut off and surrounded by an overpowering number of Aztecs. In great despair, a messenger was dispatched to Cortez for reinforcements. To conceal their weakness, in the event of capture, he carried no written message.

All he had was the skin of an empty banana. In the sign language this means we Apeel To You For Aid.

Cortez was sorely pressed himself, and couldn't spare a man when he received it. Sadly shaking his head, he bade the messenger take it back the way it was, meaning Their Apeel Was Fruitless.

Where Ignorance Is Bliss

From that time until today the banana has been used for a variety of purposes. It is surprising, though, how many people are unfamiliar with the great benefits which are to be derived from this fruit. Bananas can hurt no one. The only bad effect ever recorded was an instance where they furnished inspiration for a song which became an epidemic.

The great bulk of banana importation

comes from South America. Like all other immigrants entering this country, bananas arrive here green. After being quarantined in cellars for a specified period they are finally placed in paper bags and receive their first papers. It is then only a question of time when the banana becomes one of us.

As a food, the banana appeals particularly to people with store or synthetic teeth. In severe blindfold tests recently held at old people's homes they have actually replaced gum drops as a favorite. Excellent results are reported with any kind of a set, regardless of make, year or model.

Smart Technique of Banana Eating

The best procedure is to peel the banana half way down and then hold it in the hand like a Roman candle. This is simply done as a precaution and proves reassuring to timid people who might be afraid it would go off unexpectedly.

The color of the banana is in no small way responsible for its health value. Psychologists have long recognized the virtues of bright colors. What could be more cheerful and optimistic after starting the day off with a cold shower, than the warm yellow glow of a banana?

This is one of the principal reasons why they should be served in their jackets. And in the winter months especially, the banana is a lot more comfortable. Contented bananas make the best food.

Bananas come in two shades, yellow and red. Though different in appearance, they are biologically brothers under the skin. The red banana is nothing more than a yellow one with high blood pressure and apoplexy.

Information Highly Valuable to Traveling Employees

THE Passenger Traffic Department has recently made a survey of hotels in Boston, New York and New Orleans with a view to securing special rates for Tropical Division employees visiting the United States. The names and locations of these hotels are given below. The rates may be obtained from the Division Manager. Reduced rates in these hotels may be secured by employees bearing a letter from their Division Manager to the effect that they are Company employees and entitled to reduction, the letter to be addressed "To Whom It May Concern" or in special cases as noted below:

Boston

Hotel	*Address*
* Bellevue (EP)	21 Beacon Street
* Brunswick (EP)	Boylston & Clarendon
* Lenox (EP)	Back Bay
Copley Plaza (EP)	Copley Square
New Parker House (EP)	Tremont & School Streets
Ritz Carlton (EP)	Arlington & Newberry
* Statler (EP)	Arlington at Park Square
Touraine (EP)	Boylston & Tremont Streets
Westminster (EP)	Copley Square

* Minimum rate will be charged and superior accommodations assigned if available.

No reductions will be granted at hotels not marked with asterisk.
(EP) European Plan.
(AP) American Plan.

New York

Hotel	*Address*
* Albert (EP)	University Place
* Arlington (EP)	18 West 25th Street
** Belmont (EP)	Park Avenue & 42nd Street
* Berkeley (AP)	20 Fifth Avenue
** Biltmore (EP)	Madison Avenue & 43rd Street
* Chelsea (EP)	23rd Street & 7th Avenue
Colonial (EP)	Columbus Avenue & 81st Street
** Commodore (EP)	Lexington Avenue & 42nd Street
* Earle (AP)	Washington Square North
* Earle (EP)	Washington Square North
* Irving (EP)	Gramercy Park South
* Holley (AP)	Washington Square West
* Holley (EP)	Washington Square West
* Judson (AP)	Washington Square South
* Judson (EP)	Washington Square South
* LeMarquis (AP)	12 East 31st Street
* LeMarquis (EP)	12 East 31st Street
* New Weston (EP)	34 East 50th Street
Paramount (EP)	235 West 46th Street
* Peter Stuyvesant (EP)	Central Park West & 86th Street
* St. Andrew (EP)	Broadway & 72nd Street
Vanderbilt (EP)	Park Avenue & 34th Street
* Van Rensselaer (AP)	17 East 11th Street
* Van Rensselaer (EP)	17 East 11th Street
* Wellington (EP)	7th Avenue & 55th Street

50 per cent. reduction granted from all rates shown above.

* Knott Hotels. Reservations should be made and reductions secured through Passenger Traffic Department at New York.

** Letter requesting reductions should be addressed to Mr. H. C. Moyse, The Bowman Biltmore Travel Bureau, Biltmore Hotel, New York.

New Orleans

Hotel
Bienville (EP)
De Soto (EP)
Jung (EP)
Lafayette (EP)
Marbec
Montelecne (EP)
Roosevelt (EP)
* St. Charles (EP)

* Grants 20 per cent. reduction.

Note: * Rates shown above do not include Mardi Gras Carnival period.

The Company offices at these respective ports are ready and willing at all times to assist in the making of satisfactory hotel reservations and when assistance is required employees are at liberty to get in touch with the office of Mr. Ralph Keating at New York, Mr. P. D. Parks at New Orleans, and Major F. O. Whitlock at Boston.

President Cutter's Tree Discovered in Lancetilla Valley

By Samuel J Record

Professor of Forest Products, Yale University

PRESIDENT CUTTER'S own tree has been discovered. Mr. Paul C. Standley, the botanist who needs no introduction to UNIFRUITCO readers, found it in Lancetilla Valley near Tela, Honduras, where it has been blushing unrecognized, if not unseen, all these many years.

The description of the new species was published recently in Studies of American Plants, issued by Field Museum, Chicago. The Bertillon measurements are nicely embalmed in Latin, beginning with *frutex vel arbor parva* and concluding with *fructus depresso-globosus glaber*. The use of Latin is really not to display the author's erudition or even to pile up proof that botanists are not as other men are, but rather to provide a sort of international copyright or polyglot "no trespassing" sign.

Between technical description, Standley lapses into everyday vernacular long enough to convey the following information: "The plant was recognized in the field as being something quite different from anything which I had seen previously in Central America, and comparison in the herbarium shows that it is quite distinct from all the material available for study. The very large leaves alone are sufficient to distinguish it, and the arrangement of the flowers, in many-flowered inflorescences, and their dense coarse pubescence, separate the plant definitely. When growing it is far handsomer than most species of the genus, and is well worthy of introduction into cultivation. The species is named for Mr. Victor M. Cutter, President of the UNITED FRUIT COMPANY, who has always been generous in encouraging botanical and other scientific exploration in Central America."

Systematic botanists have two thrills in their lives. One is to discover a new plant and the other is to bury it. The result is that two expeditions are necessary to discover one plant, the first to find where Nature hid it and the second where the botanist hid it. It is as re-discoverer that I wish to introduce the Pride of Lancetilla Valley—*frutex vel arbor parva, Malvaviscus Cutteri.*

On Taking the *Victor* from Barrios to Tela

A boat as well as a plant in the tropics is named after Mr. Cutter. But in his description of suffering while aboard the "Victor" our poet does not use elegant Latin terms as does Professor Record but resorts to plain, unexpurgated American.

AS I hung o'er the starboard rail,
As sick as I could be,
Cap Garvin came aft from the pilot's room
An' he says to me, says he:

"Oh the wind will veer and the sky will clear,
And the sea will cease to roar;
I can tell by the sight of your face so white
That you've rode this boat before."

I hung some more on the starboard rail
Then I says to him, says I:
"The sky may clear, and the wind may veer,
But I wish that I could die."

"I've ridden this tub for many years
And in every kind of sea,
But I've never took off what I brought on—
This *always* happens to me."

Then Garvin coughs and Garvin grins,
And Garvin he heaves a sigh—
"I think the weather will clear," says he,
And "Go to Hell!" says I.

EDMUND S. WHITMAN

Chapulines

By Marston Bates
Tela Railroad Company

Known scientifically as *Schistocerca paranensis,* the chapuline is really a locust. The word is of Mexican origin and is used in Guatemala and Honduras

MILLIONS of them—but what is the use of calling on figures to express the quantity? I can imagine Mr. Hartman, with his much-tried friend, the adding machine, endeavoring to compute their numbers. He would probably give it up, and would spend the rest of the day muttering curses in Assyrian and Sanskrit: for, you see, there aren't enough spaces on the adding machine. Perhaps you have seen the sky filled with them, for miles and miles; perhaps you have watched a settled swarm rise up in zooming clouds behind some motor-car; perhaps you realize the futility of quantitative terms when the *chapulines* are migrating.

Every continent has some species of migratory locust, and their control constitutes one of the major insect problems of the world. The chapulin of Central America, known scientifically as *Schistocerca paranensis,* is a species which ranges from Argentina to southern Mexico. In South America the insect is known as *langosta,* a word which means lobster in Castilian proper. The word *chapulin* is of Mexican origin, and is used in Guatemala and Honduras, where *langosta* is applied to the solitary grasshoppers. The Castilian word for migratory locust is *saltamontes.* The hoppers, or young, of the locust are called *saltones.*

What are Locusts?

LOCUSTS are really nothing more nor less than gregarious grasshoppers. While that difference seems very slight it has some far-reaching consequences. Field grasshoppers, while they often become abundant enough to cause serious damage, are fairly easy to control because of their rather fixed mode of life. The migratory locusts, on the other hand, anticipating the Californians, have discovered the immense advantages of cooperation, and by working *en masse* are able to make an appallingly clean sweep of such areas as they touch.

Scientists have long been trying to find out why some species of grasshoppers are gregarious, and others solitary, and have made some rather interesting discoveries. It has been found, for instance, that under some conditions certain species of solitary field grasshoppers may give rise to a generation of gregarious individuals, which, catching a sort of mass wanderlust, start out to see the world, incidentally eating as much of it as they can. These gregarious individuals differ slightly in coloring, perhaps even in form, fom their solitary parents, and for a long time were looked upon as distinct species. The offspring of the gregarious forms, in turn, may be either gregarious or solitary. The interposition of such gregarious generations in a series of generations of solitary forms, explains in part the periodicity of locust outbreaks. While this change in generations has been found to hold good with most of the old world species of locusts, it has not yet been proved successfully for our species.

Their Life History

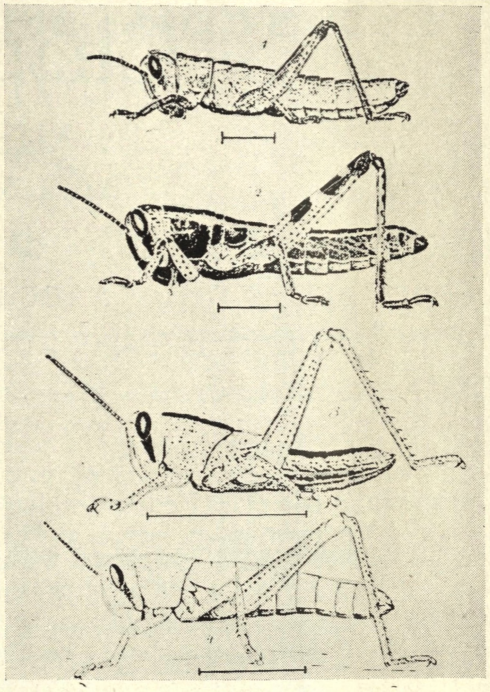
THE life history of the locust in Honduras has not been worked out very well, but we know most of the more salient features. The eggs are laid soon after pairing, and the whole swarm will pause, in some suitable place, to go about the business of egg laying. The female, with the horny tip of her abdomen, drills a curved tunnel in the ground to a depth of about two inches. She then exudes a mass of sticky froth, in the midst of which she lays about fifty eggs. The froth, on drying, gums

the eggs together, and forms a thin brown coating over them. This egg pod is not as definite and well formed as the pods of most other species of grasshoppers, and cannot be dug out of the ground as a unit. An individual egg is about eight millimeters long, rather narrow, and with a thin brown shell; as the embryo within matures, its dark eyes may be easily seen through this shell. Eggs laid at Tela in October, 1928, hatched in a little over a month.

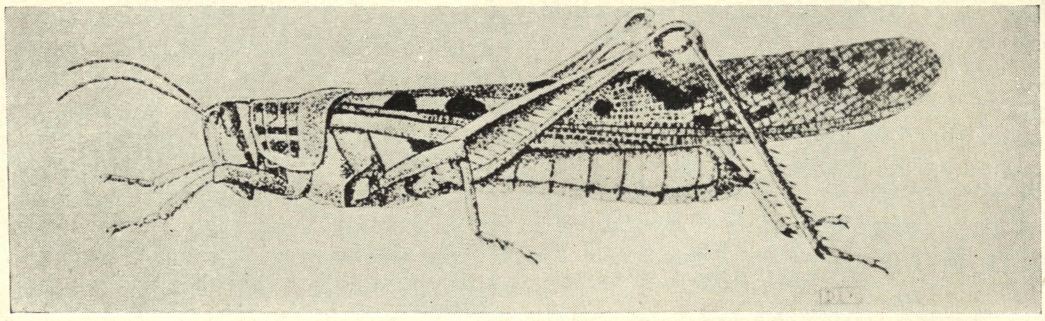
The insect that hatches from the egg is a queer-looking animal, completely covered with a flexible envelope that enables it to crawl through the dirt to the surface of the ground without injury. On reaching the surface, the insect sheds and comes forth as a more or less recognizable grasshopper without wings, and with a head very much too large for its body. These are the nymphs of the locust—the hoppers, or *saltones*.

The hoppers start to feed within about twenty-four hours, and continue to take feeding as the principal object of life for the rest of their existence. In about a week they have grown too large for their skins. Since an insect skin is a hard, inflexible thing, which serves both as a skeleton and as a protective armor, it cannot grow, and has to be shed. Altogether, hoppers shed their skins five times between egg and adult; the period between moults is known as a *stage*. With each stage the wing rudiments become larger, the head becomes more normally proportioned, the antennae become longer; but it is only after the last moult that the wings become functional, or that sexual maturity is attained. After this they can grow no more.

The *saltones* frequently migrate for some small distance by means of their excellent legs, but it is only after they have become adult, and acquired functional wings, that they are able to make extensive migrations. As adults the locusts may live for several months—sufficient time for a swarm to cover a lot of territory. Considering that the egg stage occupies from thirty to sixty days, and that the *saltones* take, on an average, fifty days to reach maturity, it seems probable that we have two generations a year—although they may not be very sharply defined. In that case, the spring brood is the immediate cause of most of our trouble, as the severe invasions generally come during the summer months.



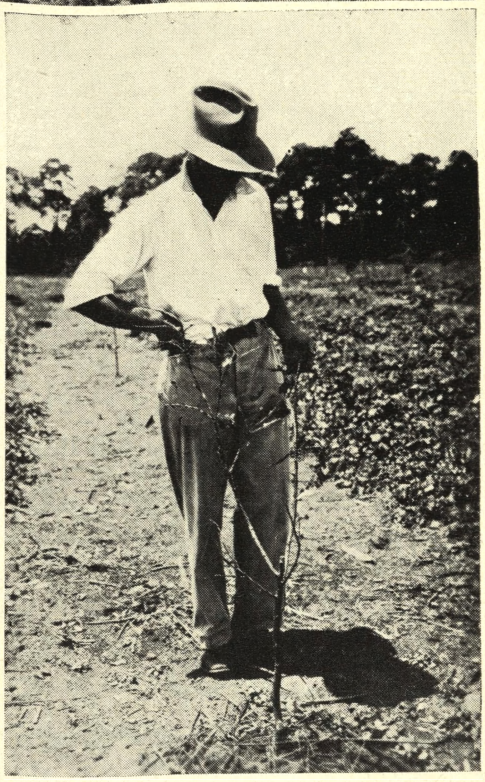
"Saltones" in various stages
1 First stage
2 Second stage
3 Fourth stage
4 Third stage
The lines under the figures show the actual length (from Uvarov after Dampf)



An adult female chapulin (from Uvarov)

One of our Farms in Tela after the chapulin invasion of 1926

Below: In 1926 *the young citrus grove at Quebrada Seca was stripped by chapulines. This orange tree shows that they did a thorough job*



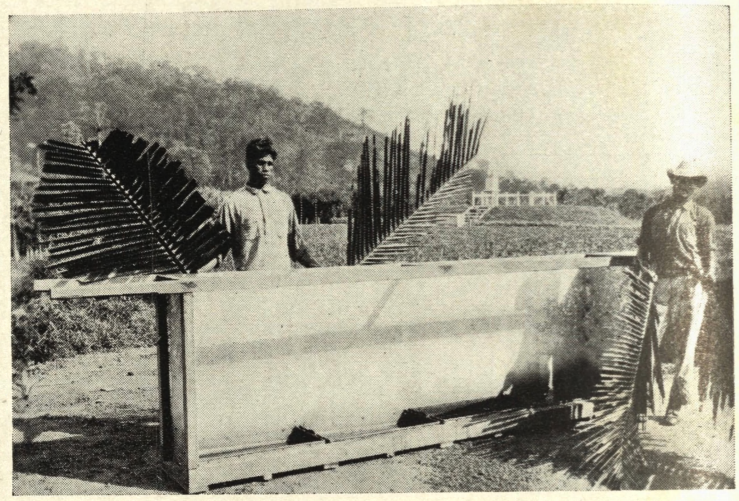
Locust Invasions Are Periodical

I HAVE already alluded to the theory that an alternation of migrating generations accounts, in part at least, for the periodical character of locust invasions. There are many other factors that may enter in, all of which will have to be thoroughly studied before we can know with any certainty when to expect locust invasions, and what to do about it once they have arrived. After five, six or seven years of comparative freedom, the locusts will suddenly appear in the cultivated districts of a country, apparently coming down from their breeding grounds in the wild areas. In many parts of the world this periodicity is much more marked than it is in Tropical America, where the migratory species usually breeds to some extent in the invaded territory.

Locust abundance is probably dependent largely on two important factors: climate and parasites. In many cases these two are doubtless closely related. For instance, it has been found that locusts are subject to epidemics of a bacterial disease; probably a rather long period of damp weather aids the spread of this disease considerably. Perhaps that is the reason that locust damage falls off so markedly with the onset of the rains. And perhaps because of that, locusts are able to develop tremendously during a long dry season. Dorothy H. Popenoe, who made a study of locust parasitism at Tela, in the summer of 1928, found that at that time about thirty per cent. of the locusts were parasitized by two species of flies, and that many others had long threadworms coiled through their bodies, or thriving colonies of intestinal protozoa. Fluctuations in the numbers of these parasites would result in fluctuations in locust abundance. We are dealing here with that old question of the *balance of Nature* which the Darwinians talked so much about, and which we are yet a long way from understanding.

Locust Damage

THEN there is the question of locust damage; its nature and extent. Many entomolo-



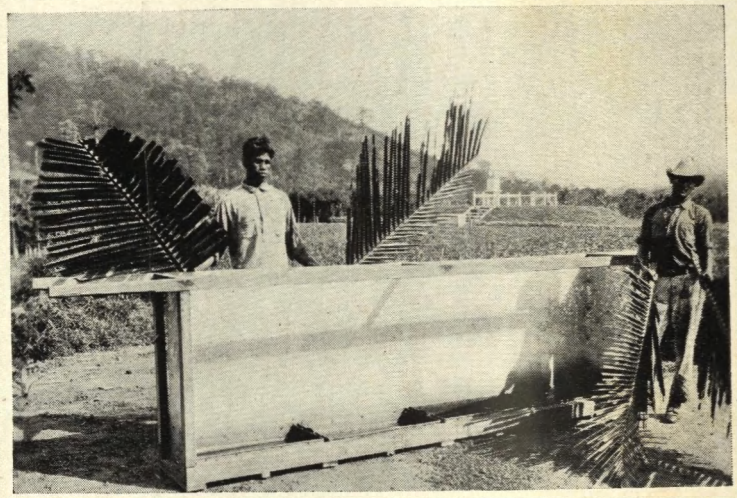
A "hopperdozer." This apparatus is placed in the field near a swarm of saltones, which are then driven into it to be killed in the oil and water which covers the bottom

gists have argued that locusts really do not do any more damage than a great many other insects, but that their spectacular method of attack has drawn to them an unwarranted amount of attention. However this may be, it is essential that we have information on the extent and nature of locust injury before we undertake any extensive control measures. The Farms Department at Tela is now making systematic estimates of the amount of damage caused each week, which will form a concise history of locust troubles here and will constitute an invaluable aid to future workers on the problem. Mr. Hartman has figured out quantitatively the effect of partial defoliation of banana plants on fruit weight, from experiments conducted at Naranjo Chino farm, thus giving us a basis for calculating the total amount of damage caused by chapulines.

Control

WE now come to the most important question of all, from an economic point of view —control. Probably more has been written about locusts than about any comparable group of insects. Probably more effort has been put into their control, and with less result, than in the case of any other group of insects. Tremendous sums have been spent on locust control. The cost of combating locusts in South Africa has at times exceeded £500,000 per annum, while huge amounts have been spent by Russia, Morocco, Argentina, and the Philippines. It has been found that locusts can be controlled, certainly, in a country that is not too inaccessible, and if the proper care is taken to insure thorough and efficient organization. The means employed do not seem to be as important as the thoroughness with which they are carried out.

Poisoned baits have proved to be one of the best means of control. Barriers, whether in the form of trenches or walls, have given very good results when intelligently used. Airplanes have been employed in some places, for scattering poisoned dust; and in some countries control is attempted by having the adult locusts caught in huge nets, and paying so much a pound (or a ton!) for the insects brought in. We do not yet know enough about the habits of our species in Central America to attempt thorough or efficient control; but it seems probable that we shall have to continue to direct our efforts largely at the *saltones,* with the object of nipping incipient invasions "in the bud." At any rate, the problem is a fascinating one and well worth a thorough investigation.



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Tropical Paints

By Harold Parker
General Office, Boston

While in this paper Mr. Parker writes on the subject of paints in general—cause of decay and corrosion, ancient use of protective coatings, and modern developments—an article, contributed simultaneously by Harold L. Prindall, Painter Foreman of Guatemala Division, which he titles "Paint and Painting" treats more particularly of colors, how they are made, their use, etc., and it will appear in the January issue.

These two very comprehensive papers will prove of value not only to those of our employees to whose work they apply, but to the laity as well. No longer need the householder among us suffer, because of ignorance, poor workmanship or materials. And, on the other hand, should he essay the job himself, he will now know what the various pigments are and how to apply them properly and effectively

WHEN studied intelligently, the subject of protective coatings for wood and metal is very complex. The object of such coatings is, of course, to prevent or delay the weathering and disintegration of wood and the corrosion of metal. These effects, especially the decay of wood, have been observed for many centuries, but the reasons for them were not fully determined until recent times.

Causes of Decay and Corrosion

THE question naturally arises: Why does wood rot? Chemists have shown that timber is composed of about 98 per cent. organic matter which is chiefly cellulose. Once a tree is felled, it is practically dead, but it retains its sap or natural moisture for a time. If it is not properly seasoned before being painted, the paint tends to seal in the natural moisture, and the wood decays because of the fermentation of the sap or juice still contained in it. This kind of decay is generally called wet-rot.

It is generally agreed that neither wood nor metal perishes in the presence of air or water alone, but only when affected by a combination of the two. We are all familiar with examples of the preservation of old timbers that have lain under water for years. The most striking example is piling taken out of a lake in Switzerland where it had evidently been placed to support dwellings believed to have been inhabited by an ancient race of men several thousand years before Christ. These timbers, or at least the parts that had been constantly under water, were in a good state of preservation, thus showing that water alone does not cause decay when air is excluded. On the other hand, we all know instances of timbers used as beams in buildings over two hundred years old that are perfectly preserved without ever having had paint or varnish protection. These have had plenty of exposure to air but no exposure to water.

The so-called dry-rot that is very destructive to wood is not accurately named because it cannot go on in a dry atmosphere. It occurs in temperate climates but flourishes in the tropics where it is stimulated by the heat, stagnant atmosphere and abundant moisture. It is generally agreed that under these conditions certain minute fungi thrive greatly and cause decay by feeding on wood. There are hundreds of kinds of fungi, which are really minute plants propagated by countless spores so small that it takes several millions to cover a square inch of surface. These spores may infect a structure when mixed in dust carried by the wind, or may be conveyed in mud and dust on a person's shoes or garments. Once set, these spores send out tiny rootlets which bore into the fiber of the wood. The rootlets secrete a solvent in their tips that helps them feed upon the wood, which is thus destroyed in part by chemical change.

Recently it has been proved that some spores will affix themselves to a paint film and grow on the oil and glycerides contained in it, pene-

trating the paint and finally destroying the underlying wood. These spores are repelled by certain elements which possess a slight toxicity (poisoning power) or which produce an especially hard film; thus paints containing a correct percentage of zinc oxide and dryer are seldom affected by the attack of spores.

The corrosion of metal, which is really destructive oxidation or slow burning, also requires the presence of air and water, both of which contain oxygen. In the tropics, where the humidity is usually high, this process advances much more rapidly than in a dry climate. The direct rays of the sun also cause expansion of the metal, with corresponding contraction during the cooler hours of night, thus tending to crack and break any protective coating and open the way to oxidizing factors.

Pasteur, in the last century, expressed the opinion, "No change probably takes place in the chemical nature of wood, or any organic material, without the active working of some living organism." Further, Sir Samuel Boulton says that influences which either exclude or destroy germs will prevent decay as long as those influences endure.

Ancient Use of Protective Coatings

ATTEMPTS to preserve wood by the application of elastic films to its surface go back to very ancient times. Noah's use of pitch in the seams of the ark shows an ancient knowledge of the protective properties of certain resins. Caskets and other wooden objects thousands of years old have been recovered from Egyptian tombs in an almost perfect state of preservation. All these were coated with a varnish-like substance. In 1822 Professor J. F. John, of Berlin, examined some of this varnish-like coating chemically and in a short article described it as soluble in alcohol and insoluble in water. He stated that a solution of the varnish in alcohol was thrown down as a gummy precipitate when diluted with water and concluded that the coating had been composed of a solution of resin in oil. A. H. Sabin, of Flushing, Long Island, infers from this rather crude analysis that the oil was probably oil of cedar, which is very much like turpentine. The gum employed may have been some one of the African gums that are used today with oil in making varnish. Whatever the exact materials used, it is clear that the Egyptians understood the need of protecting wood to prevent decay.

Nearly two thousand years ago Pliny described how the Egyptians produced white lead by a reaction upon metallic lead with vinegar and carbonic acid derived from fermenting camels' dung.

The ancient Romans used wax to waterproof their wooden ships. According to Pliny's account (First Century A. D.): "When it became the fashion to paint ships of war, a third method was introduced of melting the wax with fire and using a brush. Paints applied to ships in this way cannot be destroyed either by the action of the sun or of the brine or wind." Sabin comments that this sounds as though Pliny were copying from an early varnish advertisement. This wax treatment of wooden ships shows that the Romans saw the need of a coating to protect timber from air and water.

Modern Developments of Painting

ABOUT four hundred years ago, improving upon the old Egyptian method, the Dutch found that if pig lead were exposed to the action of vinegar in the presence of carbonic acid gas generated by fermenting tan bark, white lead was formed. The process of manufacturing white lead has changed very little to the present day, although there are quicker methods.

The paint industry gained its greatest impetus in America, where the buildings have always been mostly of wood and the need of protective coatings to prevent decay was soon felt. In recent years, the extensive use of metals in bridges, tanks, roofing, automobiles, tractors, ships and many other structures created a field where protective coatings, regardless of decorative value, are an absolute necessity to prevent disintegration.

Standardization in the United Fruit Company

A COMPANY as large as ours engaged in construction and transportation is naturally compelled to use large quantities of paints. With its many buildings and structures in tropical countries, this Company is necessarily

driven to give special attention to the subject of paints, because its tropical divisions require special qualities in paints to withstand high humidity and heat and endure other conditions not ordinarily encountered in the greater portion of the United States.

Until 1921 the several divisions used paints of various grades and colors without any systematic study to determine whether the color, chemical composition and other properties were suited to the existing conditions. At that time it was decided to investigate the tropical painting operations and standardize them in so far as possible. This decision was based on a knowledge of the existing lack of uniformity and failure to stress the necessary chemical values of ingredients to withstand tropical conditions.

The first step was to procure from all divisions samples of the paints which they considered most satisfactory and their ideas as to the best colors. Analysis of this information furnished a basis for a rather incomplete booklet and chart of colors, in which each paint was given a number to facilitate ordering, avoid errors in buying and improve stock keeping. This booklet, even though not complete, served its purpose because it resulted in a reduction of the number of paints ordered, reduced stocks and started a uniform color scheme. In 1923, with the experience gained since the circulation of the first booklet, a more elaborate one was prepared in which the number of paints was still further reduced and those which had proved unsatisfactory were eliminated.

In 1927, it was felt that we could still further improve on the 1923 booklet. Consequently, after consulting with the various divisions as to results already obtained, we prepared and published a revised booklet of color charts and specifications. This booklet contains detailed information concerning preparation of surfaces to be painted, classification to show the right paint for each kind of surface and the approximate spreading capacity of the various paints to preclude the ordering of excess material, as well as instructions for reduction, mixing, application, care of brushes and the like. The booklet is illustrated with color chips to aid in selection of the right colors. While the 1927 booklet is a great improvement over our original attempt at standardization, we hope, with the cooperation of all our divisions, to effect still greater economy in dealing with our painting problems.

The results accomplished to date show a marked reduction in the number of paints employed, elimination of unsatisfactory material, a reduction of stocks, concentration in the purchase of material from three or four reliable manufacturing companies and a marked improvement in the appearance of our buildings.

Painting Materials

THE combinations included under the term "paint" may be defined as intimate mixtures of pigment (coloring material) with a suitable liquid such as oil, varnish or other binder called the vehicle. When applied to a surface, these form an adhesive coating which beautifies the surface and protects it from corrosion or decay.

Pigments

IN considering the pigments used in paints, it is convenient to think of them as *white* and *colored*. The white pigments fall into two classes, the opaques and the inerts, often called extenders. The opaque white pigments are all made artificially and comprise white lead, zinc oxide, lithopone and titanox.

Corroded White Lead—The Dutch process of making white lead has already been described. The chief characteristic of a paint made with this material is its opacity or hiding power. Used by itself, white lead chalks extensively. This is an advantage in one way as it always leaves a good surface for repainting, yet on the other hand a chalky surface picks up a lot of dirt and does not present the cleanest possible appearance. This fault is corrected in first-class paints by adding a percentage of zinc oxide.

Sublimed White Lead—This is the basic sulphate of lead. Being a fume product, it is finer than the corroded lead, but has the same general properties. Briefly stated, sublimed lead is made by the action of air on sulphur bearing lead ores. This is a furnace process. At a high heat the sublimed lead vaporizes as formed and is drawn off by suction through pipes to a point where it condenses and is caught in bags.

Zinc Oxide—Zinc oxide has been used as a painting material since the middle of the past

century. There are several grades on the market varying in "fluffiness" and whiteness. There are American and French process zinc oxides. While white lead produces a chalky surface, the reverse is true of zinc oxide. A zinc oxide paint produces a hard, smooth and brittle surface which in time cracks, with subsequent scaling. Zinc oxide is invaluable in making enamels and floor finishes and in correcting the chalking of white lead and titanium in exterior paints. The color of zinc oxide is not affected by sulphur gases as is the color of white lead.

Lithopone—This pigment is composed of approximately 30 per cent. zinc sulphide and 70 per cent. barium sulphate and is made by precipitating solutions of barium sulphide and zinc sulphate together, heating the precipitate to dull redness and quenching in water. When ground and dried, the pigment is much whiter and has more hiding power than zinc oxide. Practically all interior paints are now made on a lithopone base. Lithopone formerly darkened when exposed to sunlight, the whiteness returning in the dark. This fault has been practically eliminated in recent years.

Titanox—This material is composed of the oxide of titanium and barium sulphate. Although titanium has been used by the paint trade for only the past few years, it is rapidly gaining in popularity. The most noticeable characteristic is the opaqueness of this pigment, which is greater even than that of white lead. It absorbs much more oil. Used with the same vehicle as a white lead paint, the drying is greatly retarded. It chalks much more freely than white lead. On surfaces exposed to sulphur gases it stays white where white lead would discolor. Titanium, when blended with zinc, corrects the hardness of the zinc film. One of the greatest advantages claimed for titanium is its inertness against chemical fumes and its stability with paint liquids containing free gum or oil acids.

Of the above pigments, those containing lead discolor when in the presence of sulphur fumes, often turning nearly black. Titanox, zinc oxide and lithopone are not affected. Titanox is not affected by any of the acids.

As the climate is somewhat similar in most of our tropical divisions, we are led to believe that zinc oxide in the pigment is absolutely necessary. The white pigments described are all opaque when mixed with colors having tinting strength; that is, they form shades of the same colors with which they are mixed.

THE inerts or extenders are whiting, barytes, asbestine, china clay, gypsum and silica. These pigments are exactly what their name implies. They are inert. They have practically no hiding qualities whatever and are used in paints by the better grade of manufacturers for two purposes only, one to give tooth or workable conditions to the paint and the other to keep the pigment portion of the paint in suspension and from settling hard in the container. The majority of paint manufacturers, chemists and U. S. Government officials connected with paint standardizations admit that a paint containing up to 10 per cent. of inert in the pigment portion is more practical as well as more durable. In some formulas it is necessary to increase the amount of inert. This is generally necessary in the case of the so-called oxide of iron paints. The inert also provides a better grinding medium. Inerts have further uses in producing gasproof paints and furnishing a grinding medium for some of the brilliant colors.

The colored pigments all have tinting strength, giving shades when mixed with the opaque white pigments and different colors when mixed with each other. The blacks are bone black, which is made by calcining bone; carbon black, made by burning gas with the minimum amount of air; lampblack made by burning oil the same way; and graphite made in the electric furnace. Blues are Prussian blue, which is a double cyanide of iron, and ultramarine blue, which is a furnace product. It is characteristic of Prussian blue to bleach out in the container, the color returning on exposure to light and air. The chief greens are the different shades of chrome green which are precipitated mixtures of lead chromate and Prussian blue. Chrome oxide is the oxide of chromium. It is the most permanent of the greens but does not have the brightness of the chrome greens. The chief yellows are the different shades of lead chromate known as chrome yellows and zinc chromate. The latter has rather weak tinting strength but is an excellent rust inhibitor.

Natural pigments include the red and

brown oxides, ochres and siennas. These pigments are mostly oxide of iron along with other ingredients.

Organic reds include a mass of organic colors derived principally from coal tar and varying in shade from a light red to a rich maroon. The lake pigments are organic colors of the same sort precipitated on an inert base. There is also Venetian red which is now made by roasting sulphate of iron with lime.

We may also mention aluminum which has great waterproofing qualities when used with the proper liquid.

Some of the softer-drying pigments, largely greens and reds, have been found not to give full protection against fungous spores. This fact has been recognized in making our U-50 green and our U-69 Box Car Red. A toxic agent is incorporated in these paints by the manufacturer.

Pigments used by paint manufacturers of course run into many hundreds, each having its own particular physical and chemical characteristics, so it is impossible to go into this field very thoroughly. Before leaving the subject of pigments, it is interesting to note the reflective and heat absorption values of different colors.

Reflective and Heat Absorption Values

TOO little thought is given to the light reflective power of different colors when used inside of buildings. It has been shown that "the illumination of an interior space lighted by a tungsten lamp can be made to vary from 12 to 67 per cent. by applying different wall colors, ranging from white to dark green." H. A. Gardner made some tests that show the following coefficients of reflection: white, 67; light cream, 66; light pink, 60; light buff, 52; medium terra cotta, 39; red, 12; and green, 11. This shows that a white paint will reflect about six times the light reflected by a dark green. It pays to bear this in mind when selecting colors for the interior of buildings where the maximum amount of lighting efficiency is desired.

As to the heat absorption values of different colors, Gardner found that when tanks of standard size were filled with benzine and subjected to the rays of the carbon arc for fifteen minutes, the temperature in the tank painted aluminum rose 20.5°; in that painted white, 22.5°; light cream, 23.0°; light gray, 26.3°; red iron oxide, 29.7°; dark chrome green, 39.9°; and the black, 54.0°. This variation in heat absorption by different colors is utilized especially in painting tanks containing volatile material such as gasoline to keep down the loss by vaporization to the minimum.

Vehicles

THE liquid portion or binding medium of paint may be oil or varnish or mixtures to suit the conditions present, with the proper amount of turpentine and drier to make the paint dry properly. China wood or tung oil varnishes make waterproof coatings when manufactured properly and we have found that approximately 10 to 15 per cent. of a high grade china wood oil varnish in combination with linseed oil makes a more moisture-resisting film for tropical painting and also helps to retard fading in such shades as yellows and greens.

Paint Manufacturing

THERE is a great diversity of opinion among paint manufacturers regarding formulas to be used for the same purpose. The United Fruit Company is interested primarily in obtaining paints that will meet conditions in its various properties and one of our reasons for standardization of paints was to enable us to decide which paint is the most practical for our purpose and by whom it is best manufactured. This can be accomplished only by actual practical tests in the field. Chemical analysis of a paint neither proves nor disproves its merits. For example, two paints manufactured by different companies might analyze exactly the same as to contents, but one might be an excellent paint, the other practically worthless, probably owing to difference in kettle manipulation of the liquids and in other details of the process of manufacture. This brings us down to the question of proper manufacturing methods.

Representatives of the Engineering Department of the United Fruit Company have visited many paint concerns and have studied their methods of manufacture. It was discovered that some manufacturers were grind-

ing their paints very carefully and so finely that they were turning out approximately 600 gallons per week per mill, whereas in other cases 200 gallons a day were being turned out. A successful paint must be finely ground —so finely that each little particle of pigment is entirely surrounded by liquid. Pigments should be ground in straight linseed oil and where colors other than white are used, the dry colors should be mixed with the white pigments in the oil and ground that way. All drier, volatile ingredients and varnish should be added after the material is ground. A careful manufacturer follows this system and where good materials are used with the proper combinations of pigments and proportions of pigment and liquid, ground carefully and finely, a first class paint should result.

To determine the best formulas and best paints to be used in our tropical divisions, we are now conducting extensive tests of a great number of different paints, and paints for the same purpose made up under different formulas. Reports are made periodically every six months and in addition to the excellent cooperation received from our tropical divisions, the manufacturers are also working very carefully with us in order to improve their products. Wherever tests indicate that paint can be improved by modifying the formula, they immediately make the change. All these tests and efforts to effect standardization are beginning to produce results.

Today every one of our paints is numbered and the proper paint is designated for practically every surface, paints are applied carefully and according to directions, and what is of most importance, our divisions are taking a real interest in their paint problems. These factors have resulted in obtaining a greater covering capacity, better appearance of buildings and decreased stocks and costs.

The possibilities of this subject are so extensive, improvements in paints are being so rapidly made, and new materials so constantly introduced, that we shall be obliged to continue making tests indefinitely and from time to time effect such changes as appear likely to tend toward improvement.

The Song of the *Santa Marta*

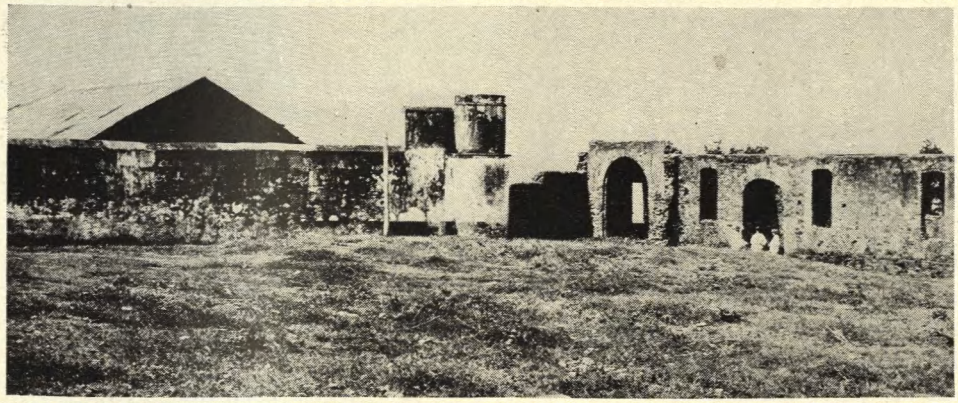
Contributed by H. C. Magnus, New Haven, Conn., an Agent for the Company's Passenger Department, after a recent trip to Jamaica

Santa Marta! Floating the swift-running tide,
Santa Marta! Fast to the great pier's side,
We found you struggling to be free,
And once again put out to sea.
Santa Marta! Salvé!

Santa Marta! Pride of the Great White Fleet,
Santa Marta! Our pulses swiftly beat,
As lined along your sturdy rail,
We waited eagerly to sail.
Santa Marta! Salvé!

Santa Marta! With captain wise and brave,
Santa Marta! You conquered wind and wave.
Through gusty gales and angry seas
You brought us to these sunny lees.
Santa Marta! Salvé!

Santa Marta! Our vessel staunch and true,
Santa Marta! You bore a merry crew.
Hours of joy and gaiety
Will be our memories of thee.
Santa Marta! Salvé!



Old plaza and walls of fortifications at Trujillo, Honduras, erected by early Spanish settlers in 1550-1575

A Town is Dying

By Captain George H. Grant

Old Trujillo, once the principal seaport of the coast, which echoed to the laughter and the squabbles of the conquistadores, now has little to show of the glories of by-gone days

THE street is sweltering in the glare of a windless tropical noon. White powdered earth reflects the burning rays of the sun until they strike upon our eyes like pin-pricks of moulten fire. The open concrete gutterway is parched and littered with refuse which is being picked over by ugly black buzzards. They pay no heed to our passing except to turn their supercilious eyes, for a moment, upon us. It seems as if they are appraising our value as fodder . . . for a human body is a succulent dish to them.

In most tropical countries the buzzards are the only scavengers and laws protect them from being shot or molested by the people. Dilapidated wooden buildings border the street and, at this hour, seems deserted. Dogs snooze in the shade or walk about seeking a cool breath of air. The doors of the Hotel Shanghai stand open revealing the tables at which had been served the noonday meal. A Chinese servant pauses for a moment in his work of clearing up to gaze at us. He shakes his head. Undoubtedly he thinks that we are foolish "gringos" to be out in the sun instead of enjoying a short siesta. Photogravure pictures of Al Smith and Hoover decorate the shabby interior walls.

We turn to the right to see ahead a steep roadway which leads through the centre of the town. It is cobbled with large uneven rocks that are foreign to the coast. They must have been brought by schooners in the slave days and laid by their labor. Two oxen, yoked to a low, heavily constructed cart, are struggling to make the ascent. The "mozo" in charge is dozing on the seat obviously oblivious to the violent lurching when the wheels slide into the ruts from off the smooth, shiny cobbles.

* * *

Half-way up the incline we pause, for between two houses there is a view towards the mountains. What once has been a well-tended garden lies in the valley. Only a few banana trees now show any signs of care. Possibly they alone represent the wealth of their owner. A white gash on the dark green background is a mountain stream. We follow it with the eye until it disappears through the garden toward the sea. It sends a pleasant coolness through the stagnant air. On our right there rises a massive moss-grown wall with broken glass imbedded on the top. It is the gaol. How futile glass would be to

hold our criminals to their confinement. But here prisoners are so few and guards must have their sleep!

* * *

Ahead of the gaol is a large expanse of waste land, and beyond the ruins of the forts which were built more than 300 years ago. Then Trujillo was the principal seaport of the coast, where all the wealth of the northwestern Caribbean was concentrated before being shipped to Spain. A path leads tortuously through the tall, dried grass. We follow it and come upon a slab of white stone on which is written:

WILLIAM WALKER
12th September
1860

He was a Carolinian who aspired to be the emperor of the Mosquito Coast, but failed. On this spot he was shot and buried because his ambition overcame his prudence.

We glimpse the sea and a cool breath of wind caresses our faces with the gentleness of fine velvet. It halts our wanderings and we sit upon the decaying walls of the fort to contemplate the infinite blue of the waters . . . waters that are eternal and that witness the decay of man's handiwork.

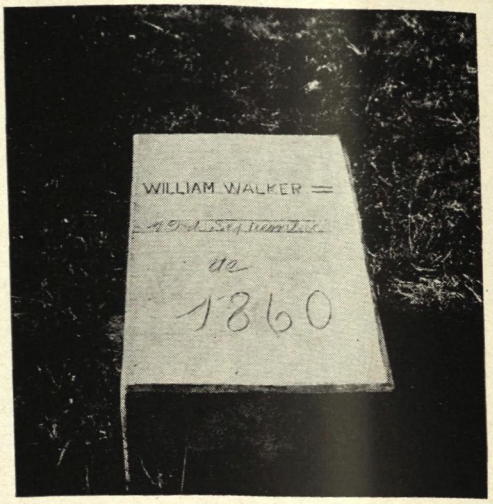
A calf with one of its forelegs in a splint stumbles up the slope which rises from the shore. It pauses on seeing us. To allay its fear we pass on our way.

At the guardhouse in the midst of the crumbling walls which are three feet thick the soldiers come to attention in a desultory manner. I am in uniform. May we enter? A soldier enters the wooden building and returns, followed by an official in civilian clothes. He eyes us frigidly, almost antagonistically, but nevertheless gives his assent. There is little to be seen. A quadrangle, very small, is all that is preserved of the glory of a bygone day. There are no modern weapons, only the rusty, muzzle-loading cannon of the frigate era. One bears the date 1674.

The guard in the lookout tower is asleep. Our guide berates him. We bow our adieu and hastily retreat before his anger is directed towards us.

* * *

Across the waste land we retrace our steps towards a church which commands the town. Its walls are heavily constructed like those of the forts. A galvanized iron roof has just been



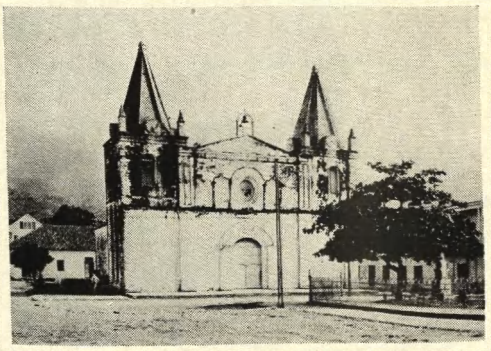
built over it and detracts from its charm. The air is cool within. Over a box on the wall is a notice, written in English, asking the tourist for alms.

A black saint gazes down upon us with a sad, alabaster eye. In a store nearby we meet an islander who speaks English. What do the people do to live?

He shrugs his shoulders. "Take away the bananas and there would be nothing here. All our vineyards are gone. They reached away into the hills. At one time there was a cattle trade with Cuba and Mexico. They all raise cattle themselves now. Four years in succession the locusts came and killed our orange trees. Our people are drifting away to other parts. Soon Trujillo which knew the laughter and the squabbles of the conquistadores will be no more. The town is dying, señor."

There is an aeon of sadness in his voice.

The town is dying, señor!



This old church commands the town of Trujillo, Honduras. Its heavy walls are now crumbling with age but it is still beautiful and imposing

Our School Children's "Very Own Page"

Preston, Cuba
October 3, 1929

To the Editor of UNIFRUITCO.

Dear Editor:

I understand that there are about ten schools in the different Divisions of the UNITED FRUIT COMPANY. Don't you think that we deserve a page of our very own in your magazine? It would encourage the pupils to do better work, and it would be interesting to see what other schools are doing.

Some of the things we would put on our page are: original stories, good drawings, school news items, and the names of pupils having perfect attendance.

I am enclosing some news items from our school, and I hope we shall see some things from the other schools soon.

Sincerely yours,
(signed) AUGUSTA POSEY

CLUB WORK

BY PHYLLIS JONES
(*Grade Six*)

WE have decided that we will organize some clubs. It will make our work more interesting. We have already organized a history and a geography club. The following officers were elected for the History Club:

President—Billy Jones
Vice President—Augusta Posey
Secretary-Treasurer—Robert Harrold

We had one open meeting on October the eleventh. A Columbus program was given. The pupils wrote invitations to their parents and friends.

ART AND CONSTRUCTION WORK

BY ROBERT HARROLD
(*Grade Seven*)

SOME of us boys and girls are modeling in ivory soap. We are making dogs, cats, elephants, and rabbits. I think some of the best things were made by Phyllis Jones and Robert Harrold. A few of the girls also made some cardboard horses, bears, and goats. The older pupils are making some large maps of North and South America. Several of them are very artistic.

SCHOOL EXHIBIT

BY BILLY JONES
(*Grade Seven*)

WE are saving samples of our work each month in our different subjects. We have made portfolios to keep our work in. At the end of the year we will invite our parents to come see it. By saving a sample of each month's work we can see how we improve as the year goes on. This will be interesting. Also we won't have to do all the exhibit work at one time.

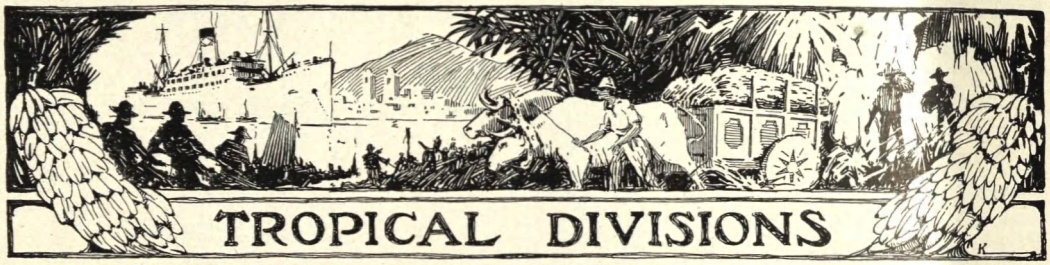
WHAT WE DO AT RECESS

BY EVERETT COMEAUX
(*Grade Four*)

WE have some playground apparatus that the little children enjoy using. There are see-saws and swings and some bars and a sand pile also. I wish we had some slides.

Barbara Walker gave us a small basketball. So the older pupils play dodge-ball. The boys play against the girls.

Thanks, boys and girls of our Tropical Schools, for wanting representation in your magazine. Well, here is your own page. Now we'll see how the lads and lassies of our other Divisions will help support it. And, who knows? Perhaps when your paters and maters find how loyal you all are to your house publication they'll want to contribute more too. Like Santa, I too wish you all A Merry Christmas.—THE EDITOR.



Costa Rica

OCTOBER 10-14 was a big "Whoopee" week-end for the Limonese, the occasion being the Annual Fiesta. The town was gaily decorated with multicolored flags and lights, presenting a glorious sight at all times.

Those who think one has to hit the Great White Way to make merry should see the local townspeople do their stuff. Music, shouting, singing, dancing, from sunrise until —well almost sunrise again—and not one day, but five. Confetti and serpentine by the ton. Handsomely decorated floats enhanced by the beauty of the Costa Rican "debs" in charming costumes were constantly parading the boulevards. And there were honest-to-goodness bull-fights. The bulls had as much fun as the toreadors, not to mention the audience.

Jimmie Clemmer returned from Arkansas on the S. S. *Saramacca.* He thought he was in the wrong port on the morning he arrived. It happened to be a long awaited holiday, and he found a deserted office.

Mr. Verson Gooch was with us a few weeks, and could be seen wherever anything was going on. He didn't even miss our Siquirres Picnic . The last day of his visit we found him in Building No. 4109—the domicile of our bonnie stenogs—the guest of honor at dinner. And if he enjoyed his visit half as much as the girls did, we are quite sure he was satisfied.

Mr. Cloward was on hand bright and early on October 10 to meet the *Calamares* which brought Mrs. Cloward and Holtie back from a lengthy stay in the States. Holtie had a successful operation performed on his foot and is just as frisky as ever. The new Ford is now getting plenty of exercise.

Wedding Bells

Mr. and Mrs. Dana J. Condon

WHEN Dana J. Condon (Dartmouth '28) sailed away on the *Calamares* in August he wore an unusually broad smile. This was quite justified, for upon his return he brought with him a charming young bride, Verna Rae Warren of Lowell, Mass. The wedding took place at the bride's home on September 11. We all welcome Dana and Verna to Limon.

Miss Dora Kirkpatrick, of Limon, and Mr. Rex L. Jennings, of Hale, Mich., an employee of the Accounting Department, were married on Saturday, October 5. The ceremony took place in the bride's home and was attended

only by members of the family and a few friends. The bride was beautifully gowned in white lace, and was attended by her three sisters, the Misses Rosita and Olga Kirkpatrick, and Mrs. Carl Nelson of Preston, Cuba.

Immediately following the ceremony the bridal couple were fittingly escorted to the S. S. *Toloa,* on which they embarked for a six weeks' honeymoon trip to the States.

Ed White returned from vacation on the S. S. *Calamares.* And he didn't come alone. Mr. and Mrs. were met at the dock with a band and much rice (but no beans). (*Arroz y frijoles mas tarde.*) The bride was placed on a hand-car and the benedict pushed her ashore to the tune of "I Can't Give You Anything But Love".

In and About Siquirres
The Great Carnival

REMEMBERING the successful Unifruitco Club picnic of May, last year, Siquirres folk bethought themselves of holding a Carnival for the amusement of the poor unfortunate city dwellers of Limon and all the hard-working farmers.

Under the able leadership of Warren F. Prince, ambitious plans were made and carried out, and Sunday, October 6, found everything in readiness. Old Jupiter Pluvius, who seems to have a particular grudge against our social events this year, was hovering ominously in the background as the special train rolled out of Limon at noontime. For this reason only about a hundred brave souls dared venture forth and defy him. Among the gay crowd was our old friend, Verson Gooch, here on a visit. A half mile from Siquirres it started to rain, and every one's heart sank. However, it was but a passing shower, and on arrival the party hastened to the ball field where the married and single men were soon at it. About fifty farmers and Siquirrites were already on hand, and it was a noisy crowd that lined the ball field.

When the teams took the field it looked like a big day for the Benedicts but the "lucky" Bachelors managed to finish with the long end of a 4 to 3 score. The lineup for the two teams was:

	Benedicts	*Bachelors*
Catcher	Standish	Jones
Pitcher	Starr	Haase
1st Base	Cloward	Kelly
2nd Base	Hughes	Baker
Shortstop	Gerchow	Gronblad
3rd Base	Oedell	Haeckler
Right Field	Prince	Pauly
Center Field	Fuller	Spencer
Left Field	Wilson	Olson

This game was the most typical ever played, for peanuts, hot dogs, pop, and ice cream cones in abundance spurred the spectators on to frantic rooting for their favorites. It was a short game, but a mighty hard-fought one.

Next on the program came the great Siquirres Handicap, with the following dauntless mule riders finishing in the order named:

Jose M. Umaña, Agricultural Department.
Jorge Peralta, Agricultural Department.
Walter Spencer, Merchandise Department.
Ray Huber, Merchandise Department.
Eddie Pauly, Accounting Department.
George Kempster, Merchandise Department.

It was a merry race, and even if George's mule wandered all over the map and through the bush with him before condescending to go to the starting post, George performed no mean feat of "mulemanship" in staying on during the race. "Panzon" Peralta gave "Chepe" Umaña a close race for three-quarters of the way, but the pace was too swift for our Zent friend, and the Siquirres banana cowboy won first prize.

The crowd then hied to the swimming pool, and the swimmers held forth. Marge Curry ran away with the "Tub Race," in which balsa barques were used.

Next was a tug-of-war between the girls, Martha Seuss captaining one side, and Peg Benjaminsen the other. The rope was stretched across the pool and the object was to duck the vanquished side. Martha and her cohorts had the advantage of a natural slope of the ground, and the opposing team soon hit the water. In the men's tug-of-war, Blondy Gronblad and Joe Hughes captained the sides. Joe's side had the natural slope this

The Refreshment Committee at a recent Costa Rica Division picnic

time and pulled half the struggling opposing team into the brink. Red Baker and Jack Phipps, however, had the bright idea of swimming over to their opponents' side and bracing their feet against the wall, and what with the mighty heaves of Mr. Cloward, anchor man, and the rest, the tide turned. Christy tried to stem it by emulating Red and Jack, but it was too late, and the entire side was ignominiously dragged through the cold water of the pool.

Then supper was served. Luscious sandwiches, hot dogs, and potato salad, made by the ladies of Siquirres, and delicious cakes and candies, contributed by the generous fair damsels of both Limon and Siquirres, and more ice cream and pop and good coffee completed the treat.

Strange sounds were soon heard from the direction of the Bachelor Engineers' house, and the curious found a tremendous sign staring them in the face, bearing among other things this legend:

TIA JUANA

Charles Ponzi, Proprietor

Here wheels of fortune, "Chuck-a-luck," and other games of chance tempted those with sporting blood. John Stein and Willy Hug nearly broke the bank, but others had reverse luck. Jim Mansberger, Shorty Waldron, Luciano Sartoresi, Mart Martinez, and Make Hoyt, first lieutenants of the renowned proprietor, did a land rush business.

Suddenly, in the distance, from the direction of the tennis court, came alluring strains of dance music, the syncopated moanings of a saxophone leading the harmonious and rhythmic pulsations of the famous "Miami Follies" orchestra, the warmest aggregation of colored "artists" ever heard around these parts. Palms, colored lights and gay streamers made a fitting background with the tall coconut trees and the variety of cultivated tropical plants adding natural beauty to the scene. Bill Crawford, who came down from Pejivalle, was right there in the thick of it all. Bill Dresser had a perfect evening, not even losing one hat. Dr. Salisbury raffled off some prize cakes, and Blondy Gronblad, whose greatest weakness is "them things," ran off with two of the biggest.

Eleven o'clock arrived all too soon, and despite pleadings and entreaties, the train just wouldn't wait. The party was voted one of the best ever held in the Division, and it was a happy crowd that sang songs all the way in to Limon.

Siquirres welcomes with open arms Dean and Betty Smith back again, from Limon. They arrived in time to attend the Bridge Club's meeting held at the Princes'. Blondy Gronblad and Martha Seuss came out for the event, and every one enjoyed the usual wonderful Prince hospitality. The night was perfect, stars and a radiant tropic moon holding forth, so a midnight swimming party at the pool was decided upon—and still later an impromptu dance was held on the Princes' porch.

George Catt, in charge of the Siquirres Research Experimental Station, was joined by Mrs. Catt in September. "Kitty" is an excellent swimmer and every day seemingly swims miles and miles under water. In fact, the males of Siquirres, in attempting to uphold the prestige of their sex in this respect, have one by one nearly drowned trying at least to tie her record.

Frank Bayer and his charming wife and daughter have finally returned and are once more installed at Indiana Farm. "Trudy," the young hopeful, is bigger and more full of life than ever.

Ye great Siquirres Tennis Tournament has been organized, and the tennis court will soon be the scene of many fierce battles. The drawings were as follows: G. G. Fuller, W. F. Prince, "Mart" Martinez, R. C. Calvo, "Ray" Huber, R. K. Baker, "Shorty" Waldron, "Pinky" Wilson, George Catt, Jack Phipps, Dean Smith.

Next month the lineup will be considerably changed, at least so say all. Anyhow, the tournament promises lots of fun.

We'll Believe This Fish Story

ALFREDO QUIROS, Superintendent, Banana River District (left), Engineer Feuille of Hebard's (center), and Vice-Consul Maleady (right), with a morning's catch of tarpon from the Estrella River.

Tarpon fishing is one of the many diversions of the Costa Rica Division, and usually results in a full "Creel," as this picture indicates.

Cristobal

MUCH excitement prevailed among the employees of Cristobal Division in the annual election of officers for the Cross Roads Club, held Tuesday, November 12. We are pleased to announce the names of those elected to responsible positions in the Club for the year 1930:

H. A. Agnew	President
H. J. Einerman	Vice President
Margaret Martens	Secretary
Samuel Cohen	Treasurer

Executive Committee

C. H. Hewett
R. Paterson
A. F. Raymond
R. J. Horn
D. C. Sasso

One acquainted with the personnel of the Division can, after scrutinizing the above, recognize the names of several old timers. Messrs. Agnew, Horn, Paterson and Einerman are comparatively newcomers, but their election to responsible offices in the Cross Roads Club bespeaks the fact that they have endeared themselves to the entire personnel.

The Club has been functioning for approximately one year and has met with such great success and has fostered such goodfellowship that it is being continued with enthusiasm. The coming year should see many parties, outings and get-together gatherings.

THE Honorable Patrick J. Hurley, Assistant Secretary of War, accompanied by Mrs. Hurley and his Aide, Major Leonard T. Geraw, sailed on the *Toloa* for New York November 3.

Cristobal Division had the pleasure of a visit from Mr. M. C. O'Hearn, who arrived on the *La Perla* October 31. He was his usual smiling self and to say the least his smile was contagious. Mr. O'Hearn sailed on the *Suriname* November 2, with a promise to see us next year.

This group of thriving youngsters is the family of Mr. and Mrs. Frank G. Cain of Cristobal. Mr. Cain is Division Passenger Agent

Mr. Verson W. Gooch of the General Office arrived from Bocas on the *Coppename* October 25, and sailed for Barrios on the *Heredia* October 27. Mr. Gooch is a frequent visitor to Cristobal lately and one whom we are always glad to see.

Mr. Paul West, our Division Manager, accompanied by his mother, sailed on the *Toloa* November 3. Mr. West will attend the annual meeting to be held in Boston on November 19.

Mr. Charles Donaldson and wife arrived here on the *La Perla* from San Francisco, October 31, and sailed on the *Mayari* November 2, for Kingston, Jamaica. Mrs. Donaldson was formerly Miss Stockley, the daughter of Mr. Henry Stockley of Elders & Fyffes, Ltd. Mr. Donaldson is connected with the Donaldson Steamship Line.

Mrs. Mabel P. Walker and her niece, Miss Edith Easton, returned from England on the *Carare* November 6 and sailed for New Orleans on the *Saramacca* November 8.

"Luke" O'Niel of the Accounting Department, and Canice Fennelly, otherwise known as "Okey," of the Freight Department, resigned their positions and sailed for "Los Estados Unidos" on the *Toloa* November 3. Good luck, boys! Luke will be remembered as our star outfielder who attracted much attention in Almirante and Colon last season.

Jack Brennan of the Banana Department resigned and sailed on the *Pastores* October 20. Rumor has it that he will join the ranks of the benedicts upon his arrival in New York. Jack will be particularly missed when the Cristobal Nine take their places on the diamond, because of his ability to put the old "apple" across the plate in a dazzling manner.

Tony Raymond is as busy as a bee these days gathering material for his baseball team for the coming year. The Cristobal Division Nine made a very creditable showing during the past season and from all indications a team will be put on the field this year that is willing to meet all comers, particularly Port Limon. Come on boys, bring out the heavy artillery.

Miss "Curley" Reese returned from her vacation on the *Metapan* November 13, looking well and weighing a few more pounds.

Miss Edna Beard, who had been relieving Miss Reese, resigned and sailed on the *Calamares* November 10. Miss Beard expects to be married and make her home in Cincinnati, Ohio.

The clerk connected the negro drayman with his boss, the manager of a transfer company in Louisville, and then listened to the one-sided conversation.

"Boss? Dat ole mule done stop down hyeh in de street an' she won't move on nohow, an' de policeman say if I don't git 'er out o' here he gwine shoot 'er.

"Eh? Yessuh, yessuh, done wore de whip plum out on 'er, boss. Yessuh, done built a fiah undah 'er, but she jes stood dere an' tromped it out.

"Yessuh, boss, done twist bofe 'er ears—twist 'em good.

"Ah—how zat, boss? Ah - ah - nossuh, I - I - I - nevuh twist 'er tail, suh, nossuh. Dey was a white gemman twist 'er tail, suh, yas, suh. Dey done tooken him to de hospiddle, suh. He looked like a Nawthen gemman.

—*Los Angeles Times*

Tela

Tela-Castilla Club Visits Tegucigalpa

IN the program of the four athletic clubs of Tegucigalpa for their National Sports Week (*Semana Deportiva*) activities was included an invitation for a Tela-Castilla team to play baseball and enter the other sports at the Capital. We received the invitation and at 7:00 A. M. on Saturday, September 28 our aggregation, composed of the following members, left Tela and arrived at Tegucigalpa at 1:00 P. M. the next day after a pleasant trip with a night spent at Siguatepeque: Garsaud (Club Manager), Sutton, Swofford, Beuchot, Painter, Reeves and Keel of Tela; and Holcomb, Hawthorn, Ramirez, McInnis, and Seavey (Captain) of Castilla.

Just outside the capital city our group was met by a committee of welcome. On Sunday night we attended a special banquet at the Hotel Ambos Mundos given for our Club members by the Tegucigalpa Sports Committee. Dr. G. A. Izaguirre, a member of the Medical Staff of the Tela Railroad Company, who was on a visit to Tegucigalpa, was asked to address us in the name of the Tegucigalpa athletic body. In his speech he told us that we would find a high spirit of sportsmanship among the people of Tegucigalpa and then expressed his own firm belief that our men would do everything possible to complete the program prepared for us. We were convinced very shortly that Dr. Izaguirre was quite right about the sportsmanship of the Tegucigalpa boys.

Concerning the general athletic program, about which we knew nothing before our departure from the coast, we tackled the schedule with one hundred per cent. vigor, engaging in all the events except soccer football, and considering our small band and our lack of preparatory training we acquitted ourselves very creditably.

The schedule for the *Deportiva* week follows:

Monday: Baseball game at 9:00 A. M. Score: Tela-Castilla 19; Tegucigalpa 0.

Tegucigalpa		*Tela-Castilla*	
Funes, J.	s.s.	Hawthorn	s.s.
Ramos	1st	Painter	r.f.
Alonzo	2nd	Holcomb	2nd
Cornell	l.f.	Swofford	3rd/c.
Ponce	c.f.	Keel	c.
Mejia	3rd	Seavey	1st/p.
Lazo	c.	Ramrez	l.f.
Funes, A.	r.f.	Beuchot	c.f.
Reyes	p.	Sutton	p.
Mitchell	p.	McInnis	c.f.
Ruble	p.	Reeves	r.f.
Maldonado	l.f.		
Gonzales	c.		

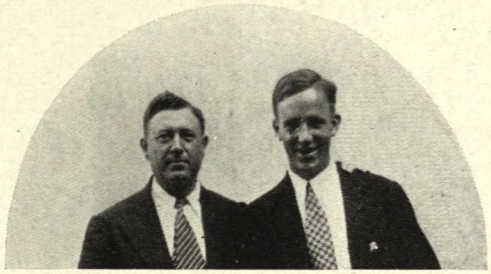
Tuesday: Extensive sightseeing.

Wednesday: Doubles Tennis Match at 9:00 A. M. Painter and Swofford lost to Tegucigalpa. 6-3, 4-6, 6-3.

Track and Field Meet at 3:00 P. M. Holcomb of Castilla tied in 100-yard semi-final, and placed second in broad jump. Sutton of Tela, first in javelin and second in shot-put. Swofford of Tela third in discus.

Thursday: Baseball game at 9:00 A. M. There were two teams composed of the various clubs, the one named Washington with whom the Castilla boys played, the other called Morazan with whom the Tela boys tied up. Score 5-3 favor of Washington. Batteries: For Morazan, Sutton and Swofford; for Washington, Seavey and Hawthorne. Dinner at Germania at 7:30 attended by officials of the *Deportiva* Committee, press agents, members of both baseball teams, and some friends. A real get-together party where good fellowship was demonstrated and enjoyed.

Friday: Basketball game at 4:00 P. M. Tela-Castilla lost to a picked Tegucigalpa team, 12 to 6, after holding them down during the first half. The boys played a good game but lack of practice told against them. Reception at American Legation at 7:00 P. M. The American Minister proved a wonderful host.



The Manager and the Captain of the Tela-Castilla squad. Garsaud (left) and Seavey

Saturday: Lunch at noon at the offices of the Company. Messrs. Farrer and Lazarus, and other Company employees in Tegucigalpa, entertained us royally. Track at 3:00 P. M. Game canceled because of inclement weather. Marimba Dance at 8:00 P. M. at Company offices. Impromptu dance arranged by our boys.

Sunday: Baseball Game at 9:00 A. M., Washington versus Morazan. Game won by latter, score 2-1. Batteries: For Washington, Ramirez and Seavey; for Morazan, Swofford, Beuchot, and Tosta. Singles Tennis Game at 2.00 P. M. Seavey lost, 6-4, 6-4. Track Meet at 2:30 P. M. Holcomb finished third in 100-yard dash; Sutton first in pole vault; McInnis second in pole vault; Swofford third in 440-yards. Final results showed that our team finished second in the track and field meet. Sutton of Tela won a loving cup for highest individual score, with two firsts and one second. He also collected a cup for first place in the pole vault and one in the javelin. The Tela-Castilla Club was presented with a beautiful cup for the baseball championship.

The Grand Ball which ended the week's activities was held at 8:30 P. M. at the International Club. This splendid affair gave everyone an opportunity for a final gathering and cemented still further the friendship existing between the people of Tegucigalpa and those of the North Coast.

Early the following morning our party left for home and arrived back at Tela on Wednesday at 3:00 A. M., dead tired but gloriously happy.

The teams of the Tela-Castilla and Tegucigalpa clubs photographed together

Tela-Castilla Track Team

Left to right, standing: Ramirez, Sutton, Garsaud, Swofford, Reeves, Hawthorne, Beuchot, Keel
Left to right, kneeling: McInnis, Painter, Seavey, Holcomb

Armistice Day

A dinner was given by ex-service men and friends at the Club on November 11, to commemorate the eleventh anniversary of the signing of the Armistice. The arrangements were made by Mr. J. W. Currie and Mr. P. M. Goodbody.

The chief guests were Dr. R. B. Nutter and Dr. A. Zelaya. At the table of honor, five countries were represented: Honduras, Germany, Italy, America, and England, as follows—Dr. A. Zelaya, Mr. Schroeder (former airman), Mr. M. O. Marchetti, Dr. R. B. Nutter, and Mr. F. J. G. Robinson (Chairman).

Speeches were short but plentiful, and an appropriate touch was given by a placard on the table of honor, reading "Rest In Peace Unknown Soldier Of All Nations." War songs terminated a very successful evening.

Tela Golf Club: Mr. V. W. Gooch, whom Mr. R. K. Thomas designates a "chronic winner," sent two contributions of $50. each, to be bet on Tela horse racing. The proceeds (if any) were to be used to purchase a cup for the Tela Golf Club.

The betting was entrusted to F. J. G. Robinson, who sent Mr. Gooch a list of winners, and managed to pick five out of six.

The first $50. met with almost total disaster. The betting was well done—as Bracelet, owned by Mrs. Bobbie Nutter, was a certain winner. Bracelet won, but was disqualified owing to the jockey fouling.

The second $50. met with a better fate, although a large hole was knocked out of the sum because of the fact that E. M. Cobb's Aeroplane did not get a proper start. However, the last race enabled a recovery to be made, and Tela Golf Club has the cup.

On behalf of the members of the Club, hearty thanks are tendered to Mr. Gooch.

Bazaar: The ladies of Tela organized a bazaar to raise funds for a Christmas tree for Tela children, and also for the baseball club. A great amount of preparatory work was done, and the bazaar, held on November 9 at the Club, proved a financial success—a sum between $1,100. and $1,200. being cleared.

It was a hectic night for Bill Mais, Bill Graves, E. F. Speh, and Andy Garsaud, who did the raffling; for Mrs. Rollins, Mrs. Bryant, Mrs. Roberts, Mrs. Smith, and Mrs. Robinson, who sold the paddles; and for Mrs. Speh and Miss Florence Grobe, who acted as cashiers.

The articles offered (all of them had been contributed) were numerous and varied. To mention a few: goats, chickens (in the raw, alive, and cooked), turkeys (see chickens), cookies, cakes and fudge; fancy work—cushions, table covers, silk hose and "undies" (won on two occasions by Hardy Beuchot—a benedict, fortunately), liquors and liqueurs.

The dragline men, as usual, were the best customers and the best winners. Johnny Le Sage, "Mac", and Jim Morrow bought the "works".

Dancing to the music of a colored orchestra was indulged in between sales.

The ladies of Tela and the generous contributors are to be congratulated on a noble effort for a worthy cause.

Tela Racing Association: The eighth meeting of the Tela Racing Association was held at Aviation Park on October 27. The races were the best that have ever been held in Tela. The prize money offered was $2,485., which amount shows conclusively that Tela races are worth while. There were fifteen blooded race horses entered, the names of which are well known in Jamaica and some in Cuba: Otantala, Clear Cash (Gold Coin), Spinach, Aeroplane, Rosebud, Red Balsam, Rouge Rose, Ice Box, Gunboat, Golden Balsam, Bracelet, Gasoline, Hot Run, The Rover, and Indian Prince. Fifteen locally bred native horses also took part.

A horse was raffled among members, as a dividend declared by the Association. Each member received a free ticket. The horse, Golden Balsam, which ran in the Drax-Hall races at St. Anne's in Jamaica, during September, was won by Mr. L. Balderach. Another Jamaica horse, Gunboat, was offered as a sweepstake prize and was won in La Ceiba.

Hospital: Mrs. A. N. Hartman returned from Germany to reassume her duties as nurse at the hospital.

On Vacation: H. E. Caunter, Chief Clerk, Progreso District, to New York. G. Brayton, Chief Draftsman, and wife, to Charleston.

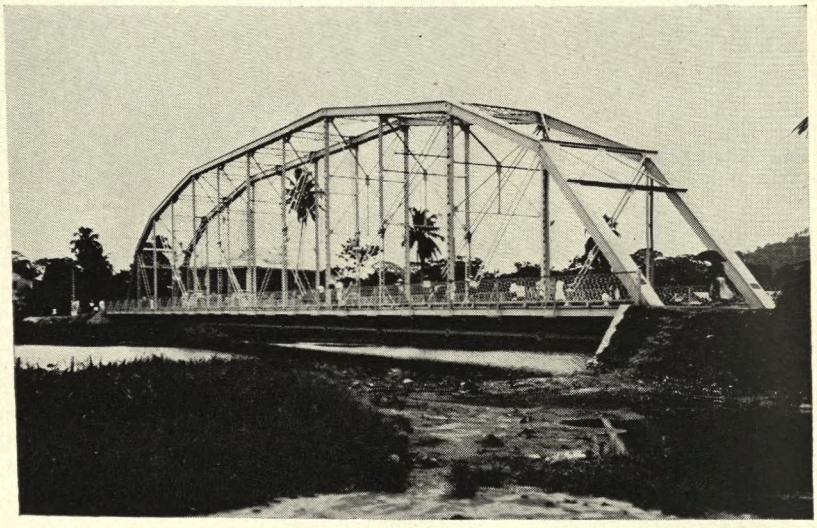
Felicitations: Mr. E. M. Crawford, Assistant Chief Engineer, returned smiling from the States, with his brand-new wife. We wish them both every happiness.

Congratulations to Mr. and Mrs. E. J. O'Brien, on the birth of a daughter. Also to Mr. and Mrs. Carlos Cottone, on the arrival of a son.

New Employees: Moreland Carter, Agricultural Department. Hector Laines, Agricultural Department. F. F. Forester, Engineering Department.

Things We Want to Know: All was quiet at the hour of midnight. Suddenly, all was not quiet. Noises were heard so continuously, so sleep disturbing, that a certain gentleman arose from his bed, armed himself with clubs, shotguns, and a revolver, and went out into the cold and rainy night, clad in scant attire, to look for the burglars. Under the house he searched, along the street he ran. The rain kept pouring down and the cold penetrated his meager attire, but there was no sign of burglars. However, the singing frogs were singing merrily, and when he discovered he could not kill them all, he returned to bed.

Again we have a snapshot of Colonel Lindbergh. This was taken at Tela on Colonel Lindbergh's recent trip in the interests of the Pan American Airways. At the right of the Colonel is Mr. R. H. Goodell



In last month's issue of Unifruitco we printed photographs showing the construction of a Municipal Bridge by the Tela Railroad Company. Here we see the completed bridge, which connects Old and New Tela, over the Tela River

Preston

Banes to Preston—And How!

OWING to the consolidation of the Banes and Preston Accounting Departments, the office force of the former Division left their happy homes on October 16, and journeyed over to this town to start work anew. Headed by Mr. M. J. Reagan, Accountant, the party left Banes in the wee hours of the morning accompanied by a throng of old friends, who were at the *trafico* to see the travelers off. Incidentally, it wasn't until late afternoon that they landed at the Preston Hotel, ready to do justice to the meal prepared.

Those that made that perilous journey on the gasoline and coach will remember the day and its events for many a year to come. Arriving at the end of the Banes line at Feria, they were obliged to wait there in the heat of the day for several hours and spent most of the time trying to dodge the ferocious insects that thrive in that section of the *campo*. At noon, with no signs of transportation in sight, a party was formed, and headed back to Deleite to scout up food and refreshments, to the delight of the tired and weary who did not have the ambition to leave the coach.

Half past one proved the zero hour and at last the new comers to this Division got their first view of the beautiful countryside. It is the hope of the pen pushers that the next time a transfer is made either a plane or zeppelin will be chartered to transport those that it affects. The former Banesites who will receive their mail for some time to come at Preston, are the Misses Lillian Walsh, Louise O'Hare, Harriett Williams, and Messrs. William Fisk, Raymond Murray, Leo Collette, William C. Hansen, Orvill Hagaman, William J. O'Connor and Alfred C. Chagnot.

ON Friday, October 25, a meeting was held in the American Club for the purpose of organizing the Nipe Swimming Club. For three or four months a self-appointed committee had been working steadily with this object in view. This committee had drawn up a constitution, worked out a plan to finance the building of a pool, and, last but not least, had secured subscriptions of close to $4,000. for the financing of the Club.

The meeting was completely successful and the constitution was unanimously adopted. At the election of officers immediately following the adoption of the constitution, Mr. James P. Percy was unanimously elected the first President, an honor which he well deserved as he had been largely responsible for the whole idea. After a close race between Mr. J. M. Dudley and Mr. M. J. Reagan, the former was elected Treasurer.

It may seem strange to casual readers that Preston, situated as it is on one of the largest bays in the world, should need a swimming pool. Waste from the Factory which in the past has been dumped into the waters of the bay has formed mud flats. Consequently it is necessary to journey to El Cristo, an hour's sail from town, or to Levisa, an hour's trip on the railroad, to enjoy a swim.

Now all that traveling will soon be unnecessary. The Nipe Swimming Club is planning to start work in the very near future on a pool, 90 feet long by 30 feet wide. Fifteen feet will be set aside at one end for the children and the depth in this portion will vary from 1 foot to 2½ feet. The bottom will drop down to a depth of four feet where the children's area ends and increase gradually to a depth of 8 feet at a distance of 15 feet from the other end.

The Club membership is limited to 100 and only members and their families will be allowed to use the pool. Provision has been made for the use of the pool by transient visitors and Guest Cards can be obtained on application to the Executive Committee of the Club.

It is anticipated that the pool will become the center of the social life of this community and when searching for any one after office hours, it will only be necessary to go to the pool to find him or her.

News travels rapidly even without the aid of modern instruments made for that purpose. This was shown in the Preston Division by the way the word went around that the UNIFRUITCO Club was to give a dance at the American Club on Saturday, October 19.

The Committee on Decorations, consisting of Mrs. J. C. Kernick, Miss Doris Merriam and Mr. C. L. Davis, with the assistance of unofficial members, transformed the Club so completely that arrivals on the night of the dance wondered if they had come to the right place. Orange and black paper covered the lights, shocks of corn stalks were stacked about the room, and a visitor's voluntary start of terror gave way to relief when he realized that the witch peering at him from some unexpected corner was really only a part of the decorations.

The Preston Dance Orchestra, whose motto is "Longer dances and shorter rests" rendered appropriately "shivery" music.

Refreshments were in charge of Mr. I. F. Santamaría, and from the rapidity with which the mounds of sandwiches, salads and cakes disappeared, there was no question that he had done his work efficiently.

Dancing continued until even our obliging orchestra had to refuse to play any longer, and everyone departed with reluctance, but with the memory of a "Good Party" safely stored away.

Panama

V. W. Gooch Contributes to Almirante Library

AFTER his recent visit to the Panama Division, Mr. V. W. Gooch handed the following letter to Mr. E. C. Adams, Manager of the Division, with a check for $50.:

"Your oldest Tropical Division Library, established in 1912, is not the least of the notable accomplishments of this Division in the past, and personally I believe you are going to be using the Library here for some years in the future. Say what they will.

"Before leaving the Division on this regular 1929 call, may I be allowed to hand your Library Book Committee the enclosed check for additional new books of fact and fiction, supplementing your own regular end of the year selections, and with the best wishes of a visitor from the General Office."

Upon receipt of this generous gift Mr. Adams issued a circular to Heads of Departments requesting them to canvass the various departments for a list of books desired, and from the consolidated lists a selection will be ordered.

Presenting the "younger generation" of Almirante. Right down to the very littlest one in the front of the picture, they are a healthy, merry-looking lot of young 'uns

Banes

Transfers

OUR Division was considerably reduced during October following the consolidation of the Accounting Department with that of Preston. Mr. M. J. Reagan and his "future accountants" have transferred their allegiance to the Preston Division; but we feel certain that they have not entirely forgotten the many happy days spent with us while in Banes. It is but a few hours' ride back to Banes, so we hope they will take advantage of the fact and renew old acquaintances once in a while. Those who were transferred, in addition to Mr. Reagan, are W. C. Hansen, L. F. Collette, W. W. Fisk, O. F. Hagaman, R. L. Murray, W. J. O'Connor, A. A. Chagnot, J. M. Dudley, Lillian Walsh, Louise O'Hare, and Harriett Williams.

Mr. C. Gibbons remains in Banes with the new title—Chief of Office. Congratulations!

Banes and Preston Material and Supply Departments were consolidated effective October 1, Mr. W. B. Smith being placed in charge. This meant the loss of the Banes "Music Box," as the "Powers that Be" decided that Fred Flandry's services could be used to better advantage in Preston. We are sure he will charm all the ladies with his melodies, as he did in Banes.

Mr. R. A. Rae has been transferred from Preston to Banes as Assistant Storekeeper. He is now settled in his new home and we hope to be able to welcome his family in the near future.

The consolidation of the M. & S. Departments of the two Divisions also meant the retirement of two old UNITED FRUIT COMPANY employees who have given faithful service in the Banes M. & S. Department for over 25 years. They are Señors Alarico Serra and Delfin Pupo.

On November 1, Mr. R. V. Sara assumed control of the Merchandise Departments of the Banes and Preston Divisions, with Mr. C. L. Tassin of the Preston Division as his Assistant. We are glad to announce that Mr. Sara will continue his residence here. Go to it, "Reg"—we expect to see you hang up some more records!

October was moving month in Banes. Owing to reassignment of houses, no less than ten families changed residence. This was a golden opportunity for Mrs. Jack; armed with her trusty pad of Form 49 and the list of "What's What for Whom" in the furniture line, she whisked off to the Paint Shop all the *muebles* that were not standard.

The basket-ball season is now in full swing and the attention of the Batey is focused on the Banes "Sweet Sugar Five". They are practicing hard when the weather permits and we expect to see them outdo themselves in the games which Bozo hopes to line up with several of the teams of Oriente Province.

Mr. John Mitchell, our popular Manager, left November 4 for a holiday in the States. We all heartily wish him an enjoyable vacation. During his absence Mr. J. C. Etheredge will act as Manager of the Division.

Mr. E. J. Gough of the Tax Department, General Office, was with us again for a few days. The fact that he brought along his bathing suit proved that he had not forgotten his swim at Porto Rico when he was here last Fourth of July with "Louie" Sisto. Mr. Gough is always a welcome visitor at Banes and we were sorry that this time he had to make his stay so brief.

Mr. R. F. Duwart of the Engineering Department, who joined us recently, is at present learning the ropes out in the campo. Mr. Duwart is a graduate of Northeastern University School of Engineering.

Havana

We welcome back Mr. John A. Kelly, Division Accountant, who returned with Mrs. Kelly on the S. S. *Pastores,* November 6, from a brief vacation in Boston and New York.

Little Jackie, who spent several months in the north visiting relatives, also came home with his parents.

The office is again humming with the activities of a 100 per cent. force who, after the usual vacation periods, have returned with renewed vigor and pep.

We do not blame Freight Solicitor Perkins a bit for strutting around the office with a big broad smile and his chest stuck out in proud fashion. The reason—little Miss Martha Perkins, born September 30, tipping the scale at nine pounds. Though we were told that she resembles Bill, we are sure she wore no "specs" when she arrived. Our hearty congratulations are extended to the happy parents.

Among prominent visitors to Havana recently was Mr. H. C. Magee (famous entertainer and ball player) of the Freight Traffic Department, New York, who paid us a flying visit, arriving on the *Ulua* November 13 and returning on the *Calamares* that same night.

We are glad to see Hubie and hope the next time he pays us a visit he may be able to stretch it to a couple of days at least.

Mr. R. W. Linen, General Passenger Agent, New York, spent a few days with us recently. It has been some time since Bob has been down this way and he was greatly impressed with the improvements made in Havana and the beauty of that part of the Central Highway that he saw—the section from Havana to Matanzas.

Father Moynihan was a through passenger on the S. S. *Ulua* November 13. His smiling countenance and characteristic Moynihan chuckle easily identified him as the son of the genial M. J., head of the Stewards Department.

We are justly proud of our repainted and remodeled passenger office. It stands out conspicuously, even on our beautiful Prado, and the interior provides the characteristic Unifruitco atmosphere. Now that the work is finished, Division Passenger Agent Roy Austin is mapping out a well-earned vacation, most of which will be spent in shooting quail.

A sincere welcome is extended Mr. and Mrs. A. S. Allan and their young daughter, Ethel. Mr. Allan has recently joined our Accounting force.

We were sorry to lose Mr. T. D. McLeod, who returned to Boston on the S. S. *Calamares* November 14. Mac had greatly endeared himself to all his fellow employees during the short time he was with us.

We were very sorry to learn of the sudden death of Mr. Francis MacMahon, father of Frank MacMahon, our Division Freight Agent. Mr. MacMahon succumbed to a short illness at Miami on October 27.

Our sincere sympathy is extended the family in their bereavement.

President Gerardo Machado has just established four free schools in Havana for the teaching of the English language. With the expiration of the matriculation period still a week off, enrollment has already passed the four thousand mark.

By resorting to threats the new rent-collector succeeded in making McAngus pay up.

The collector lost his way in the town—an East of Scotland seaport—and, chancing to meet McAngus in the street, asked to be directed to the nearest road home.

"Gang due east," said McAngus.

"How far?" came the query.

"Till yer hat floats!"

Colombia

Hallowe'en Dance

DAYS of celebration have a decided tendency to come around at a time when they interfere with the routine of the various offices of this Division. For this reason our merrymaking to celebrate the evening of goblins and spirits of witches had to be deferred until November 2. Weeks of planning and careful preparation had been going on to insure the success of the dance, and the results fully compensated those whose efforts made this the outstanding event of the social year in Santa Marta.

Mr. Weissinger ranks first, as he was instrumental in transforming the Club into a place of beauty. The majority of the decorations committee could not be present owing to the month's closing, but with the help of the few who could be on hand, Wy put over the impossible by staying on the job from early morning until the opening dance of the evening. For a small man (in stature) he has an enormous capacity for work, and as an interior decorator he is without equal.

The untiring efforts of Mrs. Sawyer also merit special mention. No detail was overlooked by her, and her presence on a number of committees kept her busy throughout the evening.

Also deserving of special credit are Messrs. Kansas, Heyl, Garcia, Mitchell, Chase, Barmettler, George, and many others who assisted them.

From Devils to Saints

Fancy dress was in vogue in keeping with the spirit of the occasion. In the dim light a cosmopolitan group were gathered—dainty Chinese beauties dancing with Cossacks in full dress uniform, rubes with angels, Indian maids, lonely troubadors, Grecian masterpieces, monks, Pierrots, marines, playing cards, laundry bags, gobs, soldierettes, pirates and piratesses, Hamlets, Satanic imps, conquistadores, and a dignified gentleman in a tux who had absent-mindedly forgotten his trousers. Picture this varied crowd in a setting of orange and black splendor, and know the reason for cares forgotten in spontaneous merriment. The fairest of the Santa Marta señoritas graced us with their presence, the draped mantillas adding to the general effect.

Far into the night the Panatrope held forth under the terrific strain placed on it. When the last notes of "Pretending" died away at the end of the party the feeling was unanimous that the Hallowe'en celebration had been a real success.

IT is with genuine pleasure that we welcome to our Division Mr. and Mrs. D. J. O'Sullivan, Mr. and Mrs. Spiller, and Mr. and Mrs. Swanson, who add much to the social life of the Prado. Mr. O'Sullivan possesses a ready Irish wit that has frequently manifested itself in the short time he has been with us. The musical talent of Mrs. Swanson fills the long-felt need of a pianist, and we look forward to many evenings of song and music. Mr. Swanson is a real ball-hawk in centerfield, and the baseball club can appreciate his services in the outer garden. The Spillers have been with us for so few days that we do not know their various abilities as yet. However, if the reputation which preceded them from Castilla is reliable, it is certain that no social event can lack pep and liveliness while they are about. The ability of Mr. Spiller as an infielder is known all over the Tropical Divisions, and we have real need for a shortstop. The three gentlemen constitute a new staff of *jefes* for the Accounting Department, replacing Messrs. Honiball, Lippard, and Stockbridge. Mr. O'Sullivan and Mr. Spiller come to us from Castilla, while Mr. Swanson is a former Tela-ite.

Guatemala sent us another addition to the Accounting Department in the person of H. G. Bradwell, who arrived on the S. S. *Carrillo*. Brad hails from the Bay State—another Caper—and a Northeastern U. man.

When the S. S. *Metapan* left the harbor on November 20, it took away several of our friends. Mr. Bradshaw, Division Manager, is to visit the General Office in Boston. Near him at the rail was John Burke, looking forward with a great deal of anticipation to a vacation in Boston and Charlestown. On the same boat Mr. Nicholson, dragline operator, and his wife, sailed for Guatemala where he has been transferred.

Mrs. Thos. Bradshaw, wife of the Manager, sailed on the S. S. *Patuca,* November 19, for a vacation at her home in England.

New arrivals include Mr. Jesse Baker, Wharf Department, who arrived on the *Metapan,* having been transferred from Tela.

At the present time we have as guests of the Division Mr. Sam Baggett of the Law Department, General Office; Mr. Robert W. Linen, General Passenger Agent, New York; and Mr. and Mrs. Bevan Lewis. Mr. Lewis is Division Engineer of Guatemala, and is now inspecting the various engineering projects in all Divisions.

University of Wisconsin sent us its first representative in the person of Theon J. Keller, Junior Soil Chemist, replacing Mr. Welsko. Kel comes to us from Tela.

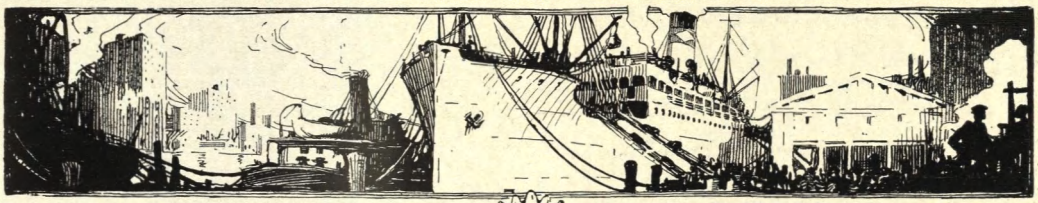
The entire Division was pleased to see Mr. and Mrs. Oberle return on the S. S. *Sixaola.* Jack again takes up his duties as Wharf Superintendent. He still wears the big smile for which he is noted.

Mrs. Sawyer fully believes that in diversion there is contentment. For this reason she is trying to find new and different means of entertaining the residents of the Prado. On Saturday evening, November 2, she had the gang at the Club for an old-fashioned community sing that proved to be a huge success. With Mrs. Swanson at the piano, around which all the golden-voiced (?) songsters were gathered, many of the old favorites and the present-day popular hits were rendered in an inspired (if not a harmonious) manner.

Base Hits and Errors

IT was found after the first few games of the league schedule that too many other activities and duties were cutting into the time set aside for the games. When the time for the game came around very few of the team members could be on the diamond, necessitating the use of a flock of substitutes, and causing a general loss of interest in the won and lost column. Viewing the situation with alarm that the interest would die out completely, those most interested in the welfare of baseball sought a solution that would remedy this state of affairs. After due consideration of the many suggestions offered, one method was singled out as having the most potential appeal. The plan was to organize two teams as nearly equal in defensive and offensive strength as possible, and stage a long series through the following months. Games were to be played on Saturdays and holidays, when all the men could be on the diamond, all set-tos to consist of seven innings.

The idea was put into effect immediately, and the reaction was spontaneous. Four Saturday games have been played to date, Griffin's Razorbacks leading Raake's Spellbinders three games to one. With one exception the games have been in doubt until the last put-out, the exception being a 28-3 landslide in the first game. After this calamity the teams underwent a shakeup to make for more even division of strength. The spirit is good to see, a spirit conducive to good sport and the exercise which we are prone to neglect. Each one of the gang is hitting the ball hard, and the fielding is fast and clean. With this as a criterion we feel that from the men taking part in these games the Colombia Division could put a team on the diamond that would hold its own with any of the Tropical Divisions—if more pitching strength could be obtained. The acquisition of Spiller and Swanson is a big boost to our game.



DOMESTIC DIVISIONS

Boston

Hallowe'en Dance of the Unifruitco Club

THE "Season Opener" for the Unifruitco Club of Boston was a Hallowe'en Dance, October 30, in the State Suite of the Copley Plaza Hotel.

These beautiful rooms had been lavishly and appropriately decorated by a group of Unifruitco Club members. An eerie atmosphere was produced by masses of feathery bicolored shredded and crinkled crêpe paper profusely festooned all over the chandelier and wall brackets. Here and there in this profusion of light and color, inextricably intermingled and intertwined, were grinning jack-o'-lanterns and a weird collection of wild-eyed black cats.

A multitude of toy balloons, blown up nearly to the bursting point, hung low in the center of the big hall directly under the chandelier, and ways were discovered by passing dancers to explode the balloons one by one, until the whole outfit came tumbling down while every chandelier light went out simultaneously.

Art Rubin and his orchestra kept right on syncopating and the party went right on using up the night.

Then came the crowning feature of the occasion—two songs, "Here We Are" and "Am I Blue?" rendered by Miss Frances A. Mellin of the General Office.

Refreshments à la Copley Plaza were served and Hallowe'en favors distributed, and then the party gained momentum to such a degree that when the orchestra played "Home Sweet Home" at one o'clock, most everybody was reluctant to leave.

The members of the committee are to be congratulated on the splendid manner in which the dance was conducted.

Committee

William Kehoe, Chairman

Jean Bassey	Tom McCormick
May Wakefield Grant	Walter Dimmock
Anne Sullivan	Charles Laffie
Helen Duggan	J. J. Meehan
Ruth Taylor	Edward Bassey
Frank Daly	Joseph Reardon

Accounting Department

GREAT interest seems to be centered on the General Office bowling teams this season. Heretofore, the men's teams have practically monopolized the limelight and the publicity, but things are not what they used to be. The girls have a team this year, and precedent and male supremacy do not mean a thing to the fair ones. The game's the thing, and they are not hiding their game under a bushel either. Their talent and skill are there to be seen and observed; in fact, they practically invite the boys to attend and scout their games and look them over. They even have dreams of championships; not now, of course—they are still in practice—but in the spring "when young men's fancies lightly turn, etc." 'Tis then they expect to challenge and conquer. Enthusiasm is at a high pitch, and one of the fair bowlers can contain herself no longer, but

must express herself in verse, and here is the poem:

OUR BOWLING TEAM

We are the girls of the Uni-Fruit-Co,
Who each Friday night a-bowling do go;
When the clock strikes five all the Ruths and the Sallys
Eat a hurried lunch and start out for the alleys.

We take the game in earnest; not a single word we utter
As eight balls out of ten go sailing down the gutter.
Of course the boys will have their laugh, and fun at us they poke,
But we refuse to smile at them for we can't see the joke.

We never lose our courage or get down at the heel.
When spring arrives a team of stars we surely will reveal.
If the boys could only witness the pep we all display,
They'd have to give us credit for our efforts anyway.

Now the way some of us bowl is really quite "the cats."
When we roll a string of 98 the rest take off their hats.
And when another string is rolled and the score is 84,
We still don't get discouraged, for some men can do no more.

If only you are fair you will admit we're not half bad,
We think we're doing well for the experience we've had.
So please don't be too darn high-hat; give credit where it's due,
And when our team rounds into shape we'll take the boys on, too.

—LAURA M. RYER

Long Wharf

AT the first get-together luncheon of the Propeller Club of Boston this season, held at the Chamber of Commerce, our Division Accountant, Mr. F. E. Dresser, Secretary-Treasurer of the Club, was named delegate to the National Convention of Propeller Clubs to be held in New York next month, as well as Boston representative on the board of governors of the Propeller Clubs of the United States.

On his first visit to Long Wharf, Mr. Clarence M. Knowles, Assistant General Passenger Agent, arrived just in time to take in one of the weekly meetings of the Heads of Departments, conducted by Mr. Minchin.

We hope Mr. Knowles enjoyed his visit, and that we will see him again on his next trip this way.

During the past month Mr. A. M. Beers, Overseer, Puerto Castilla, and Mr. H. L. Peck of Tonosi, R. P., visited us at Long Wharf.

There is a new benedict in our midst. We refer to Mr. Lawrence W. Fish of the Fruit Dispatch Accounting Bureau, who was married to Miss Selma Nelson, daughter of Mr. and Mrs. Nels Nelson of Fitchburg, Mass., on Thursday, November 7. Mr. Fish and his bride are now on a short honeymoon, and we all wish them much success and happiness.

Library Review

Archaeology

OLD CIVILIZATIONS OF THE NEW WORLD, by A. Hyatt Verrill. 1929.

A popular treatment of the civilizations of the Mayas, Toltecs, Incans, Pre-Incans, and other Indian races in America.

Mr. Verrill describes the wonderful feats these people accomplished in such a fascinating and entertaining manner that every one who reads this book will find it interesting and enjoyable.

History

IDOLS BEHIND ALTARS, by Anita Brenner. 1929.

An appreciative and sympathetic study of ancient and modern Mexico and its people. It is the cultural development and not the political with which the author is concerned.

Reference Books

THE STATESMAN'S YEAR-BOOK. 1929.

A concise and reliable manual of descriptive and statistical information about the governments of the world.

For each country it gives information about

its ruler, constitution and government, area, population, religion, instruction, justice and crime, pauperism, state finance, defense, production and industry, agriculture, commerce, navigation, communications, money and credit, weights and measures, diplomatic representatives, etc.

A valuable feature is the selected bibliography of statistical and other books of reference given for each country.

Introductory tables give world statistics of gold, silver, cotton, etc., comparative strength of navies, League of Nations, etc.

The following are two new dictionaries which have been added to the Library:

Danish-Norwegian

Swedish

Economics

RAW MATERIALS OF INDUSTRIALISM, by H. B. Killough and L. W. Killough. 1929.

A foundation work in economics which makes a survey of all the raw materials of the world and thus arrives at a basis for trade and commerce.

Such topics as population and food supply; textile fibres; crude products of the forest; minerals; fuel and power are covered in this book.

Business

NEW PLACE OF THE STOCKHOLDER, by John H. Sears. 1929.

A non-technical discussion of the legal place of the corporation stockholder.

"Shows clearly the new way of company relations between corporations and stockholders."

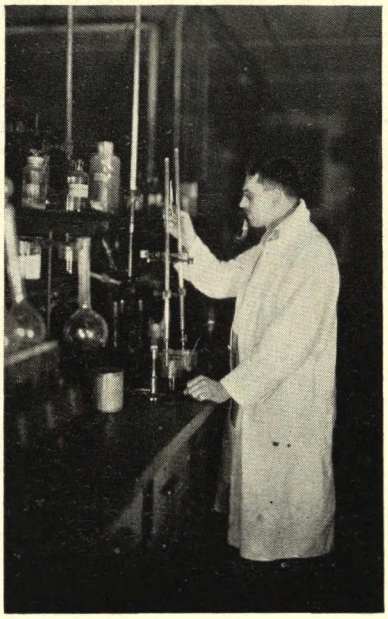
Engineering

STANDARD CONSTRUCTION METHODS, by G. Underwood. 1927.

A comprehensive study of standard construction methods. Chapters on concrete construction; wood construction; steel construction; erection and rigging; and many other subjects are included.

The purpose of the book is to give a wide general knowledge of construction work.

Research Department Laboratory
UNIFRUIT Contemporaries
No. 2. R. W. St. Clair



OUR photographer wandered into the Research Laboratories one evening at 11:45 and found Mr. Richard Winthrop St. Clair delving into the mysteries of the banana. During the day Mr. St. Clair is an instructor at the Massachusetts College of Pharmacy, but in the evening he works. You will notice that the stopcock on the burette he is reading is wide open, but nevertheless Mr. St. Clair can read the meniscus of the liquid which cannot be there. This is one advantage of graduating from a pharmaceutical college.

Pat took his wife to the theatre for the first time. They arrived rather early, and she was very interested in everything.

Nudging Pat, she whispered, "What does that word 'Asbestos' mean across the curtain?"

"Be quiet," said Pat, "and don't show your ignorance. That's Latin for 'Welcome'."

Margaret: "Does your husband ever take any hard exercise?"

Marian: "Well, last week he was out seven nights running."

Revere Sugar Refinery

THOMAS N. NICHOLSON, Assistant Superintendent, in charge of Packing and Shipping, was recently graduated from Suffolk Law School with a degree of Bachelor of Laws. Tom has also successfully passed the recent Massachusetts Bar Examination, and on November 20 was passed by the Massachusetts Board to practice law. From personal contact with Tom, we have every reason to believe he will win a great percentage of his legal arguments.

Among the recent promotions were Mr. E. H. Newhall, from Chief Chemist to Superintendent; Mr. J. M. Brown, from Assistant Chief Chemist to Chief Chemist; and Mr. J. T. Manion, from Assistant Chemist to Assistant Chief Chemist.

Our fleet of trucks has been entered in the Massachusetts Road Safety Campaign for the three months of October-November-December. For the month of October we have enjoyed a "no accident" month, and therefore have won second place in a section of fifteen companies. As we have had an excellent record for the past thirteen months there is every reason to believe that we will win the top honors in this safety campaign.

The yearly question of "Where can I get two tickets for the Harvard-Yale game?" was ably solved by our Charles H. Moore, when he drew the dark pill from under the hat. He had made a previous poor drawing, but like the able "Canadian Mounted" he got his man.

Mr. Smith, our Dock Superintendent, has made the task of hauling sugar a "lighter" job, and the record in this respect has been most noteworthy.

Mr. Newhall has the sympathy of his fellow employees in the loss of his father, who died on November 21, at the age of eighty years.

Mr. DeVries has returned from his western trip with glorious tales of the wonderful climate of Hollywood, which town, by the way, was not on his schedule.

San Francisco

MR. O'HEARN was a welcome visitor to the San Francisco Division in October. He spent only a week with us and left on the S. S. *Esparta* for Salvador.

When the *La Perla* sailed from San Francisco on October 18, she carried Mr. and Mrs. Donaldson of England and Mr. and Mrs. Jones of San Francisco. Mr. Donaldson is a Managing Director in the Donaldson Steamship Line, and his bride was Miss Stockley. Mr. Jones is Vice President of the Associated Terminals Company, which does our stevedoring, and is a very popular visitor at the Terminal.

Mr. Huff returned from his trip to the tropics and New York weighing eight pounds more than when he left. He reports that he and Mrs. Huff greatly enjoyed the trip.

We are somewhat late in reporting the marriage of Miss Kay Mortensen of the Account-

ing Department, who was married in May to Mr. J. C. Yates of San Jose, Cal., but did not announce this fact in the office until some time later. Mrs. Yates is now apparently enjoying daily commuting from San Jose.

Miss Effie Beebe of the Accounting Department also surprised us. Mr. Wheeler kept her secret well and we did not know until her return from an absence of several days that she had been married to Mr. C. S. Smith.

We were all sorry to lose Madeline Hawkey, who has been our P.B.X. operator since the Division opened. Her husband, Robert Hawkey, at one time radio operator on the S. S. *La Perla,* was transferred to New York City, and Madeline went with him.

Miss Thelma Van Allen is the new switchboard operator.

We regret very much to have to report the death of Harry Cann's father in Maine. Harry left for home immediately, and he takes with him the sympathy of the whole Division.

New Orleans

THE golf tournament at New Orleans has started. Interest has been keen this year and the entry list much larger than anticipated. Mr. Ellis turned in one of the best scores in the qualifying round. The low medal score was won by Mr. A. G. Pike.

New Orleans announces a humdinger fancy masquerade and tacky party dance to be given at the Tip-Top Inn on November 30. A barrel of fun is awaiting all. Prizes will be awarded for costumes.

The Dramatic Club is making splendid progress. A real play will be presented the first or second week in December and the talent displayed by the members of the Club will be a source of surprise and gratification to those who attend the play.

Miss Marguerite Baylot and Mr. Roland Guidry recently announced their engagement. Mr. Guidry is a former employee of the Company. Congratulations.

Our sympathy is extended to Mr. E. W. Schroeder, who had the misfortune to lose his uncle and aunt within a week of each other.

We also extend our sympathy to Mr. J. L. Jefferson on the loss of his mother.

Miss Glynn of the Radio Accounting Department is being transferred to Puerto Castilla.

New York

Accounting Department

A. S. ALLAN, JR., who has been a member of this Department for quite a long time, sailed on the S. S. *Ulua* from New York November 9 for Havana, where he will assume the position of Assistant Chief Clerk in the Accounting Department.

Alexander, besides knowing "his stuff," is full of wise cracks, and has an elaborate vocabulary in both English and Spanish. We hereby advise those in Havana who may have occasion to engage in conversational contests with him to be ready to consider a draw as a moral victory.

Allan was presented with a beautiful desk set by his coworkers, and he has the best wishes of all for his further success.

After taking the part of the "giver" in all cases of transfers of employees between this Department and other Divisions, we at last had the opportunity of being the "receiver". We refer to Miss Mary E. Horrigan, formerly of the General Office, who was already known to many of our staff. Mary Elizabeth's genial personality and winning smile are

making her more popular each day she is with us.

Edward J. Kissack, Assistant Port Purser, has decided in favor of matrimony and taken unto himself a wife, who formerly answered to the name of Miss Etta Skillin, of Cranford, New Jersey.

After the ceremony the newly married couple started on an extensive automobile tour in what is now the family Essex. Among the places of interest which they intended visiting were Niagara Falls, Montreal, Yellowstone Park, Hollywood, Miami and Bermuda. However, we have received authentic information that they actually got as far as a little beyond the city limits.

We extend to them our best wishes.

We note from the last issue of UNIFRUITCO that Robert J. Horn and Harold R. Scheina, formerly of this office, were welcomed by the Cristobal Division as two good-looking men. Knowing Bob and Harold as we do, and with all due respect to Cristobal's good taste, it is our opinion that they must have acquired their good looks while en route to Cristobal.

It might be well for the Passenger Department to investigate this matter and if this is true it certainly should be featured in our advertising.

The Traveling Auditors are fully occupied between looking over our records and using their spare moments in looking over our collection of the fair sex.

Purchasing Department

MISS FLORENCE MORETTI'S coworkers at 75 West Street were so glad to have her back and so anxious to hear all about her trip to Honduras that they went out to see her the day after her return (Saturday) and had a real party.

Arriving for luncheon, the crowd stayed for afternoon tea and then dinner, and there was dancing until the wee hours of the morning. Everything was kept at a lively pace with Jean O'Neill telling fortunes, Euphemia Woolnough playing the piano and Flo singing many of the popular song hits.

Throughout the whole party Flo, bubbling over with enthusiasm about her trip, of the glorious days and beautiful moonlight nights in the tropics, made everyone decide to take a trip soon. By the time the crowd left, a party had been formed to make this trip some time next year.

We are happy to report that Mr. Irving Morris, who underwent an operation for appendicitis on Tuesday, November 26, is well on the road to complete recovery.

Freight Traffic Department

MR. GEORGE E. TAYLOR of the Freight Traffic Department has been transferred to the Boston Division. We are very sorry to see George go, but he has our heartiest good wishes. A desk set was presented to him as a remembrance gift and his appreciation was expressed by this little poem:

Just a note to let you know,
While 'way up here in the land of snow,
That you all down in ole New York
Will not be forgotten amidst my work.

Your parting gift will always recall
My pleasant stay amongst you all;
So please accept my sincere thanks,
'Til we meet again within the ranks.

Mr. Guy VanNoy has of late been traveling back and forth to Philadelphia. From what we've heard of the city, we didn't think Van could stand more than one trip.

The Department extends its welcome to Miss Eleanor Conroy, assigned to the Rate Department, and Mr. George C. Eiskamp, who was transferred from Pier 9.

Mr. W. V. Harloe, our Freight Traffic Manager, left November 13 via Chicago for New Orleans, where he will embark on the S. S. *Tela,* sailing November 22. Mr. Harloe will visit Guatemala, Salvador, Nicaragua, the Canal Zone and Cuba.

Mr. W. S. Kneissl is sailing on the S. S. *Macabi* November 23 on the regular Colombian freight run. Bill is the last to have his vacation.

Although the seating arrangements are the same as ever, the office seems much more roomy than heretofore. By the way, Mr. Hubert C. Magee is on a vacation trip to Havana, having sailed on the *Ulua* November 9.

Mr. Morgan H. Tunison recently had his cerebellar amygdalae extracted. The operation, however, hasn't changed his voice any and we would suggest that Morg have his carburetor adjusted, using a heavier oil.

Mr. W. J. Bennett, Assistant Freight Traffic Manager, sailed on the *Ile de France,* November 8, his destination being England. After a brief stay at London, Mr. Bennett will make an extensive tour of the Continent.

Those Elusive Files

He wore a look of pain
From an overcrowded brain
And his disposition teetered on the rim.
He was far from feeling gay,
He was fightin' mad that day,
And he stamped about with looks both dour and grim.

He had no use for smiles
For he couldn't find the files,
And the force all suffered apprehensive fears,
'Cause the files could not be found,
They weren't anywhere around—
And the stenos all were on the verge of tears.

Oh, I wish some evolute
Could change this human brute
When his thirst for knowledge carefully stowed in files
Makes him simply go berserk
And keep everyone from work—
And wrap him up in gaiety and smiles.

Stewards Department

WE regret to report the death of Mrs. Beatrice Crawford, who for twelve years and a half was employed in the Linen Room on Pier 9. Mrs. Crawford died on November 19, after an illness of a little more than a week. She was held in affectionate regard by all her coworkers, and will be greatly missed by them. Mrs. Crawford is survived by her son, John, to whom our sympathy is extended.

New Employees

Frank Laprise, Messenger, Cable and Mail Bureau. George Anner, Stenographer, Passenger Traffic Department. Mary D. McNamara, Stenographer-Typist, Freight Traffic Department. Anthony LeBarbara, Stenographer, Passenger Traffic Department. Stephen Jameson, Watchman, Terminal Operations Department. Henry C. Berninger, Office Boy, Freight Traffic Department. Charles L. Holmes, Jr., Pier Clerk, Terminal Operations Department. Thomas J. Craton, Office Boy, Accounting Department. Roy O. Zimlicka, Pier Clerk, Terminal Operations Department. John D. Abbott, Storeroom Helper, General Storeroom. Eleanor J. Conroy, Stenographer, Freight Traffic Department. Augusta Weinberg, Stenographer, Passenger Traffic Department. Dorothy E. Barton, Clerk, Stewards Department. Ruth T. Bencher, Comptometer Operator, Freight Terminal Department. William C. Pimm, Clerk, Accounting Department. Alfonso Escobedo, Linen Checker, Accounting Department.

Fruit Dispatch Company

New Orleans

CONGRATULATIONS are extended to Mr. Harold A. Tudury, Billing Clerk in the New Orleans office, who was married on October 9 to Miss Eleanor A. Cantrelle. After a wedding trip of about a week spent at Biloxi and Bay St. Louis, on the Mississippi Gulf coast, the happy couple returned to New Orleans to take up housekeeping at 2230 Constance Street. On the night of October 17, they gave a reception at their home to close personal friends which was attended by quite a number of Mr. Tudury's fellow-clerks, to whom a blanket invitation had been extended. Mr. Tudury is a brother of Mr. V. J. Tudury, employed by the Banana Selling Company at New Orleans.

Mr. M. R. Gandolfo, our Resident Messenger at Memphis, Tenn., was a frequent caller at the New Orleans office during his stay in the city while on vacation in October. Mr. Gandolfo has relatives in New Orleans and was last here on a visit in 1925.

Mr. August Scherr, Jr., originally from New Orleans, who has been employed in our messenger service since 1923, and is at present Assistant Resident Messenger at Kansas City, Mo., spent his vacation, accompanied by his wife, in the Crescent City during the latter part of October.

Another employee of the Messenger Department who spent his vacation in these parts was Mr. C. W. Carpenter, Resident Messenger at Liberal, Kans. Mr. Carpenter called at the office when passing through New Orleans on October 21 on a visit to relatives in the interior of Louisiana.

Mrs. Roy L. LeBourgeois (née Anna Nelson), former stenographer in the Traffic Department, New Orleans, was a recent visitor to the office calling on old friends, who were all glad to see her.

Notwithstanding his ripe age of 87 years, the sudden and unexpected death of Mr. Wm. H. Harding, Chief Inspector and Weigher of Bananas of the New Orleans Board of Trade, Ltd., on November 8, came as a shock to the officials and employees of the Company at New Orleans, by whom he was affectionately regarded and highly respected. Mr. Harding had been attending to his duties regularly and was in apparent good health up to the time he was stricken with a heart attack at his desk in the office of the Board of Trade. He was immediately removed to his home, where he died shortly afterward.

Mr. Harding was born in Dover, England, in 1842. He came to the United States in 1866. In 1890 he located in New Orleans and became associated, successively, with several of the early importers of bananas through that port. He entered the service of the Fruit Dispatch Company in the fall of 1899, and from February, 1900, to September, 1911, was Superintendent of Messengers at New Orleans. By reason of his broad experience, his ability and unimpeachable integrity, when the New Orleans Board of Trade, Ltd., established a banana inspection and weighing bureau, he was selected by that organization for appointment as Chief Inspector and Weigher of Bananas, which position he held up to the time of his death.

Mr. Harding was a man of sterling character and admirable qualities, and the employees at New Orleans, who were so deeply attached to him, sorrowfully regret his passing.

Dubuque

WE wish to announce the arrival of a 10 pound boy at the home of our Resident Manager and Mrs. J. J. Loftus, on September 20.

The newcomer has been named Thomas J., in honor of his grandfather, T. J. Loftus, former major league baseball player and manager and at one time team-mate of Charles A. Comiskey, present owner of the Chicgo White Sox.

We notice that young T. J. has a cranium adornment of beautiful auburn hair (in quantity) "just like his daddy used to have."

Congratulations are extended to Mr. and Mrs. J. J. Loftus.

New York

IT is with profound regret that we have to announce the death of Luella Haring Anderson, wife of Mr. J. B. Anderson, Manager, New York Branch, Fruit Dispatch Company.

Mrs. Anderson passed away on Wednesday, December 4, after a long illness. Funeral services were held on Saturday, December 7, at 2:30 P. M., at the Dutch Reformed Church, Tappan, N. Y.—the birthplace of Mrs. Anderson.

The sincere sympathy of his many friends throughout the Company is extended to Mr. Anderson and his daughter, Mrs. George Keppel.

John Morris, of the Credit and Claim Department, received a hearty welcome on his return to the office after an operation for appendicitis. All his coworkers are glad to see him in excellent health and spirits.

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M. E. Schoen
Editor

From a Jamaica Journal
By V. W. GOOCH

Bananarithmetic
By A. N. HARTMAN

The Staple-House at Ghent, Belgium
By S. S. ALBERTI

Captain Egelund of S.S. *Commodore Rollins* Commended for Rescue of Navy Plane

San Francisco-Central America Passenger Traffic Service Inaugurated

Paint and Painting
By HAROLD L. PRINDALL

Safety First
By H. R. SMITH

Banana Advertising Plans for 1930
By F. W. KASTNER

Cristobal As A Transhipment Port

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